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Continued from Page 15

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# Anger at new Faroese ban

ONLY DAYS after the agreement being made with the Faroes an important fishing area for UK trawlers has been closed with very little warning. Aberdeen trawler owners are very angry that Faroe skippers have been left in a position to "pull a fast one" on the EEC.

As from midnight last Tuesday, the area formerly known as No. 1 box at the north end of the island was closed to trawlers.

The off-limits zone is a nine-mile corridor from the 12-mile limit outwards. It was believed that one Aberdeen trawler was already in the area before the Faroese sprung their latest surprise and therefore had to pull out.

Agreement was reached between the EEC and the Faroes for reciprocal access and a ring system, replacing the rotating boxes arrangement, was introduced with the new agreement.

All UK licences were allocated to operate in the nine-mile strip. 34 licences, of which nine were for UK vessels, were distributed to EEC vessels to fish outside the ring.

Robert Allan, Scottish Officer of the Aberdeen Fishing Vessel Owners' Association, said they were to protest to the government in the strongest possible terms about the "radical change".

"We are determined that we be resolved to our satisfaction."

"As we regard the agreement one of its features, as we understood it, was to have full access by trawlers to an area 12 to 15 miles on an all-year basis."

"The fact is that after negotiations have been completed the Faroese have set out to insert a radical fortification which closes off the end of the Faroes to our fishing with immediate effect."

"This move will, without doubt, have a very serious effect on our traditional and haddock vessels which have only just begun to work Faroe grounds."

Mr. Allan stressed that latest developments undermined the "totally unsatisfactory and unwieldy" way in which the EEC negotiations were carried out.

## Crewmen fined for assault

TWO YOUNG fishermen with an average take home pay of £250 a week hit a Plymouth taxi driver over the head with a curb stone to evade paying the 50p fare, Plymouth magistrates were told on Tuesday.

Keith Muir (20) from Penzance and Stephen Nowell (18) from Newlyn were each ordered to pay a total of £500. Both pleaded guilty to an assault causing bodily harm.

The court was told that Mr. Muir and Mr. Nowell took the cab to Mill Bay docks end, when it stopped, they hit the driver on the back and side of his head with a curb stone and ran away.

The driver, 58-year-old Benjamin Taylor, had to be taken to hospital.

## 'HONDO' LIFTS OFF THE BOTTOM

THE GRIMSBY trawler Hondo which ran aground last weekend near Scarborough in Scotland was refloated without incident on the next high tide.

Hondo stranded on shingle after leaving Scarborough about half a mile from Tdaro.

Coastguards put a line aboard in case the crew needed assistance and as an added section Thurso lifeboats was alerted. After refloating Hondo, put back to Scarborough where divers confirmed the vessel has not been badly damaged.

Hondo is owned by H. L. Taylor Ltd.

# BIG ONE AT FLEETWOOD

FLEETWOOD had its biggest grossing for more than a year last week when the stern trawler Jodan returned from the Norwegian coast with 1,617 kts (575 of cod and more than 800 of haddock) which sold for £55,064.

This was just £500 below the port record set up by Jodan's sister ship, Fyde.

Skipper Victor Buschini was in command of Jodan, as he was of Fyde when she set the record. Jodan had been at sea for 21 days.

She had previously been pair fishing with Fyde, but returned to single-boat fishing because of bad weather.

J. Marr & Son continue to use four of its Fleetwood ships as pairs and it paid dividends last week with good grossings for all four.

Armona and Novena are paired and landed on catches worth a total of more than £97,000. Armona (Sk. Tom Christy) landed 814 kts which sold for £18,149, while Novena, with Skipper John Burns, made £19,146 from 640 kts.

The pair trawlers Norma and Lena landed the following day. Lena (Sk. Victor Dingle) landed 704 kts worth £19,736, while Norma (Sk. Bill Reader) made £19,119 from 704 kts.

Jim Cross, Fleetwood manager for Marr, said "Our ships fished well and the merchants are to be congratulated for being a strong market for the sort of bulk supplies Fleetwood has not been used to recently, and the lumps for getting in the market efficiently."

Wyre Defence was in pick of the middle-water vessels. Skipper David Grimby brought the Reader, brought in a vessel in after 17 days with 388 kts which sold for £11,718.

**Hebridean up for sale**

THE 108 ft. trawler Hebridean, operated by the Highlands and Development Board, is now up for sale.

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# fishing news

February 24, 1978

No. 3987

Est. 1913

15p

**MIRREES BLACKSTONE DIESELS**

# EEC COMPROMISE ON THE CARDS

FISHING representatives were being softened-up in Whitehall last week to accept new EEC proposals aimed at getting a deal between member states. And there were some shocks in store for them. Fears were increased when it became known that Minister, John Silkin, was anxious to get talks underway again with the EEC. This could mean that a compromised solution is on the way.

Implicit in the proposals, which were discussed by industry leaders with MAF officials, were controls by Brussels inside 12-mile limits — a move which could put large numbers of boats working place and sole out of business.

The EEC is proposing a ban on all vessels exceeding 50 gross registered tonnes or 300 bhp inside 12-miles off the coasts of Britain, Belgium, Netherlands, Germany, France, Ireland and part of Denmark. This applies to any trawl or beam gear "specifically arranged for catching flat-fish."

Vessels would also be barred from carrying beams or trawls — unless they are lashed or stowed in such a way that they may not be readily used.

A 10 per cent by-catch of soles and plaice would be allowed for vessels fishing for other species in these areas.

A complaint from some industry men at the meeting was that, after months of consultative meetings, they were suddenly faced with a whole new set of rules at what could be the last minute. "It's a new ball game," said one spokesman. At present the Commission is proposing a move on net mesh sizes to 80 mm for (double twine) and 80 mm (single twine) by 1981.

A transition period is proposed with minimum sizes of 80mm (double) and 75mm (single) applying in 1979.

## FIRST £20,000

THE side trawler Ripley Queen has become the first vessel in the Lowestoft fleet to break the £20,000 barrier from a single trip.

The Tallman Trawlers ship, skippered by John Deacon, landed 748 kts of fish on Thursday last week to set a new earnings record of £20,245.

The catch at the end of an 11-day trip included 638 kts of plaice. "It is a magnificent achievement," said Mr. M. Hepton, head of the owning company.

The previous record for Lowestoft was the £18,717 set by the stern trawler, the

Patrick at her home port in October.

A spokesman for Tom Sleight's (F.S.) Ltd., which sold the fish at Grimsby, told Fishing News: "Naturally we are very pleased especially for the owners, Tallman Trawlers, and Skipper John Deacon. The seven-year-old trawler also turned out 91 kts of cod, 14 of dab, two of turbot and two of soles in her big tally."

After a presentation to the Deacon to mark his achievement by Sleight's Ripley Queen headed back into the Humber and was at sea barely 12 hours after arriving at Grimsby.

The lowestoft record was not the only one cracked at Grimsby last week as Lindsey Trawlers Lucerne (Skipper Steve Davidson) set a new company record for a North Sea trip.

She earned £16,182 from 536 kts, again mostly flat, after a 13-day voyage. It was the second time, in successive trips, that Lucerne had broken Lindsey's North Sea company best.

Top grossing of the week went to the Boston-registered Westery trip. The big French stern wet-fisher had a massive haul of some 1,800 kts of plaice in her detach-

Turn to page 33



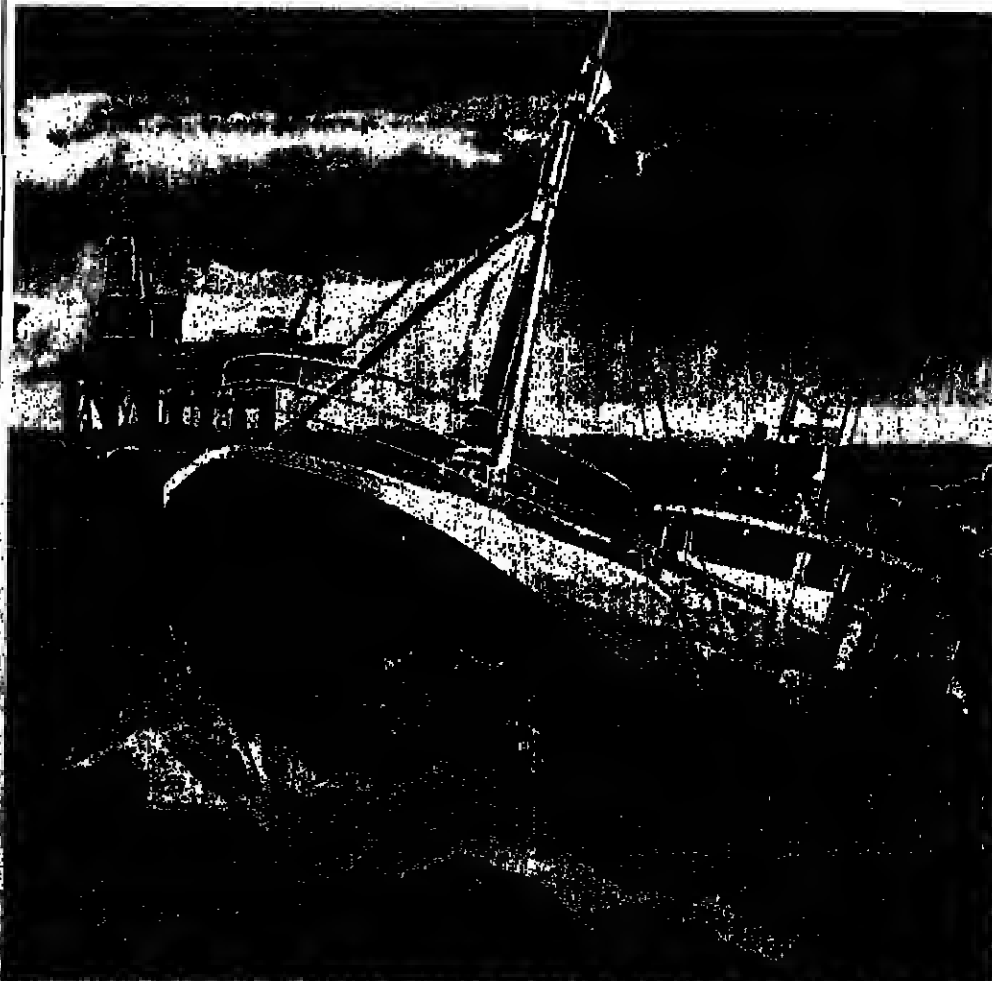
## Top ships of '77

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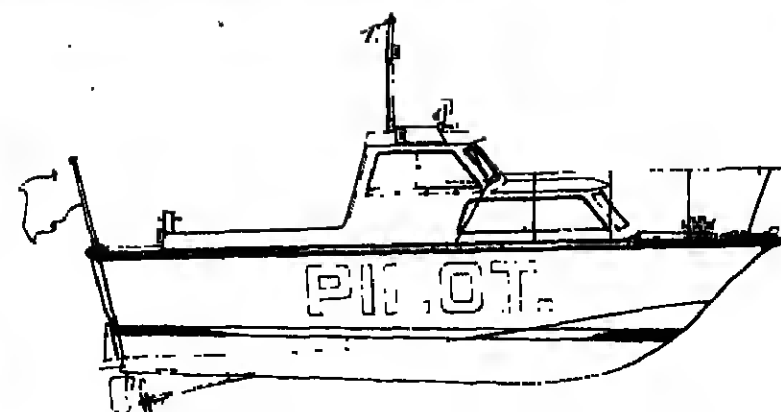






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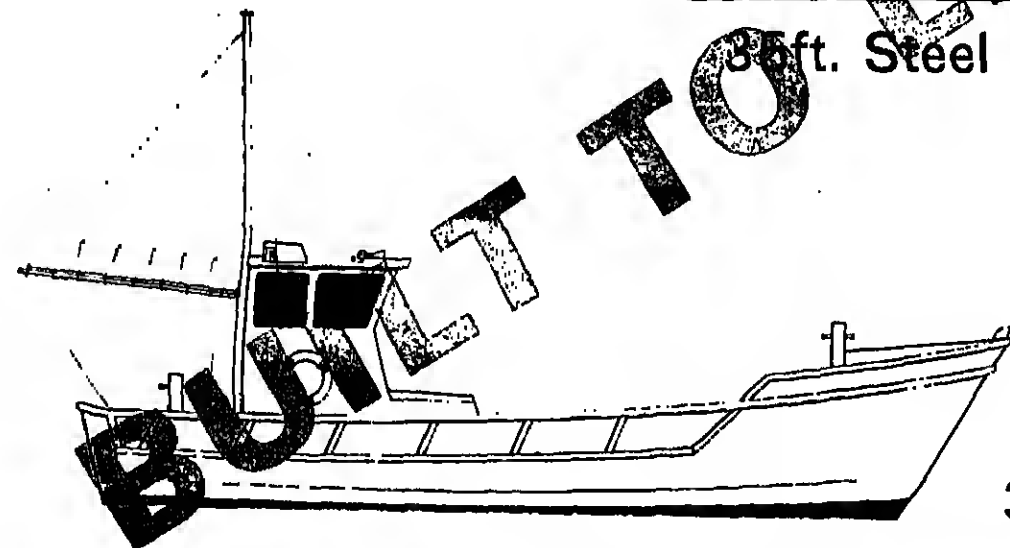
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## MAC'S MAN MOVES

AFFISH LTD, the international trading branch of Associated Fisheries, has made a new appointment to help expand the company.

He is Alec Webb, who has been the frozen fish buyer for MacFisheries for the past 20 years and formerly had his own business in Billingsgate market.

There is hardly a more travelled or better known name in international fish trading. He values his producers from all over the world be it North or South America, Europe or the Far East.

Affish has grown rapidly within the past three months. It has opened a new Grimsby office (managed by Albert Baker) and has taken control of three Scottish fish factories.

Two of the vessels are rigged for pair trawling and a spokesman for Consolidated told *Fishing News* they would be looking at the possibility of working the vessels as a pair team.

Fred Catchpole OBE, who lived in Oulton Broad, was a member of a local fishing family which played a prominent role in developing the port's fishing industry over many decades.

After service with the Suffolk Regiment during the 1914-18 war, he returned to Lowestoft and joined his father who was managing director of the Star Drift Co.

In addition to vessels owned by the Star Company, the majority of which had names ending in star, such as *Volant Star*, he owned a number of vessels which had

names ending in waters, such as *Quiet Waters*. He was well known at the many herring stations visited by his vessels.

He leaves a widow and two sons, one of whom is Peter Catchpole, head of Ness Point Fisheries Ltd. This firm is the largest Lowestoft agency for the inshore section of the local fleet.

Mr. Catchpole was a former local magistrate and member of the old Lowestoft town council, a founder member and president of the Friends of Lowestoft Hospitals, also chairman of Lowestoft RNLI.

He was a former chairman of the Lowestoft Fish Selling Co., the English Herring Catchers' Association, the Lowestoft Fishing Vessel Owners' Association and of other local bodies. He was also a member of the advisory council of the Herring Industry Board and the White Fish Authority.

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## Fred Catchpole dies

A LOWESTOFT man whose distinguished career made him one of the best known figures in British fishing has died aged 80.

Fred Catchpole OBE, who lived in Oulton Broad, was a member of a local fishing family which played a prominent role in developing the port's fishing industry over many decades.

After service with the Suffolk Regiment during the 1914-18 war, he returned to Lowestoft and joined his father who was managing director of the Star Drift Co.

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# Seiner fleet under new flag

CONSOLIDATED Fisheries at Grimsby has completed the transfer of the ten Hull-based anchor-seiners from Boston Deep Sea Fisheries Ltd.

Most of the vessels — recalled when the deal was announced — are expected to sell back to the fishing grounds from Hull following the handover period.

However, one or two vessels will be putting into Grimsby for work to be done on them before fishing under the Consolidated flag for the first time.

First arrival in the south Humberside port was the 49-tonner *Falkenberg*, which sailed in to Grimsby on Wednesday last week.

The Grimsby firm will be setting up a new section within Consolidated Fisheries to run its fleet of anchor-seiners.

Two of the vessels are rigged for pair trawling and a spokesman for Consolidated told *Fishing News* they would be looking at the possibility of working the vessels as a pair team.

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*Falkenberg* at Grimsby. She is the first of the ten-strong former Hull-based Boston fleet to arrive at her new port.

## FOUR-DAY FISHING PLAN

FLEETWOOD will be a forgotten suburb of Blackpool and Humberside would become Hungerside if the EEC's catch quotas are not rethought.

This warning has come from the Confederation of Fried Fish Caterers' Associations which says the time for action is now.

If Britain cannot have exclusive fishing within the 200 mile limit, then we should be allowed to make the rules.

Every vessel must be licensed and clearly numbered. The mesh size of nets should be standardised to prevent undersize fish being caught.

There must be a moratorium on fishing to prevent the grounds from being completely destroyed.

The quota system does not work, it says. So fishing must take place only on say Monday, Tuesday, Wednesday to a maximum of four days. No vessel would be permitted to fish on the remaining days of the week.

The fisheries protection fleet would be in a strong position to enforce the law.

Vessels would have work. The ports would know that the trawlers would be unloading ex-days per week and processors and merchants would be geared for these days.

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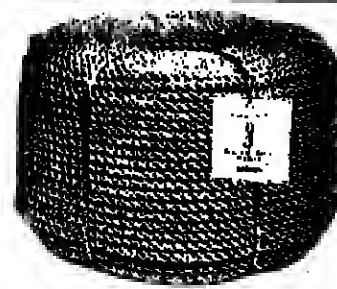
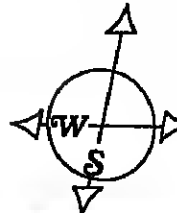
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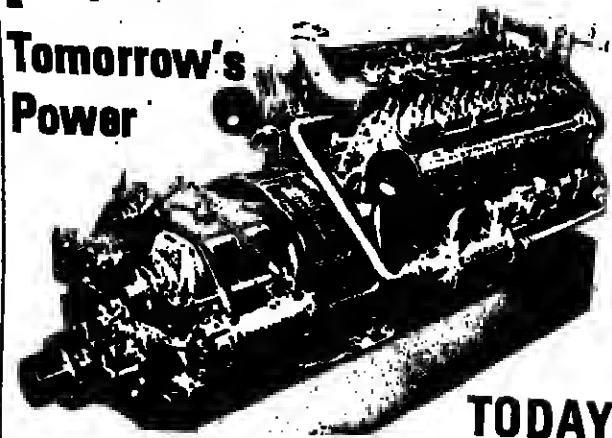


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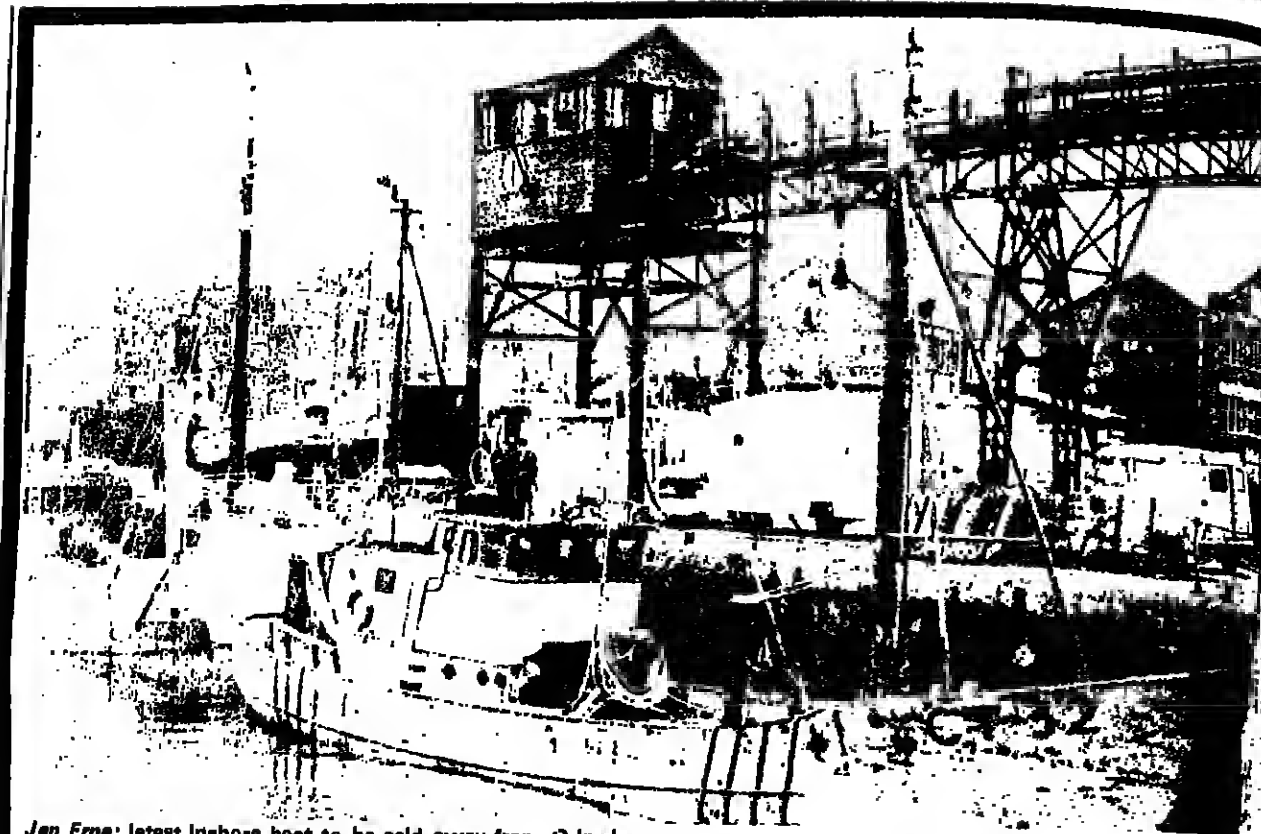
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Jan Erna: latest inshore boat to be sold away from Grimsby.

## INSHORE at Grimsby

A MONTHLY FEATURE

WHICHEVER way you look at it the recent sale of Hull's 10-strong seiner fleet to Grimsby's Consolidated Fisheries (Seiners) Ltd. has left little room for argument over which of the two Humber ports is now best suited for survival if the crunch ever comes.

Rivalry between the two ports has reached a peak over the past few years, with each side making some pretty vociferous claims to the number one spot.

Now, Grimsby has an unquestionably large lead over Hull in the vital North Sea section having a huge fleet of vessels against nothing on the north bank following Consol's big deal.

But it is not only Consolidated Fisheries which has expressed confidence in the future of Grimsby — and in the seinar section in particular.

### Pipeline

Barely two months ago Hull trawler owners Thomas Hamling & Co. bought itself a good slice of the small boat scene at Grimsby, including the port's latest anchor-seiner *Queenie S.* fresh from her Marstal builders in Denmark. Outside these big sales there are many single boat purchases in the pipeline.

Latest addition to the Don-brit (Fish Salesman) Ltd. agency is the former Esbjerg anchor-seiner *Argus* (GY 372), whilst skipper-owner Aage Christensen has bought

*Pollux* (E 315) from the same source.

*Pollux*, due at the end of February or early in March, will operate through the Som Chapman & Sons Ltd. agency where she will link with several other vessels formerly operated under the Danish flag.

These include *Cherie* (GY 369), just renamed *Jan Nielsen*, and *Sylvana* (GY 382) which skipper-owner Jens Thomson will be putting through her paces for the first time as a Grimsby-owned vessel this year. He has had a long and successful career in *Vendelbo*.

Jens' younger brother, Harry, has taken over *Vendelbo* after his last command, *Limanda*, was sold to Consol's in a local sale.

Another local deal has taken *Solveig Borum* from Sleight's to the Jutlander Fishing Co., which is now eight vessels strong after the transfer of skipper Jorgen Gortzen's *Alana* from Allard Howson & Co. Ltd.

### Top seiner

Jubilee has met the service, temporarily, at *Gledner* (last year's top earning Grimsby seiner) which is being re-engined with a Gardner, but skipper Jorgen Gortzen is keeping his eye in with a spot of relief work.

Jorgen now has two brothers who will be pressing him hard for the laurels with Jubilee this year. Bjarne Olesen in *Nyborg* and Jan in *Christen Bank* have both out-gassed their brother already this year. In fairness to all concerned, however, the weather was so bad at the beginning of the season it was an achievement to come back with anything!

The most disturbing news which flooded in from many of the early trippers concerns the large numbers of foreign vessels overwintering on some of the traditional early season grounds, like the Clay Deep and the North Bank.

Seiner skippers reported steering for miles past hundreds of foreign boats and, now the fishing has started to come, these are real fears that the extent of the foreign effort could have

lasting effect on stocks unless it is scaled down.

Nearer home the inshore boats are having mixed fortunes.

First the good news. Everyone is pleased to see the Tom Sleight-agent inshore trawler *Victory* doing so well. Skipper George Reader must take much of the credit. He lost his last command when *Jan Erna* was sold away from the port at the end of last year, but his big run of successes with *Victory* has shown what she is capable of doing.

Now the bad news. The port's inshore fleet looks a bit yet another round of confrontations with the port's inshore force over who should land their fish.



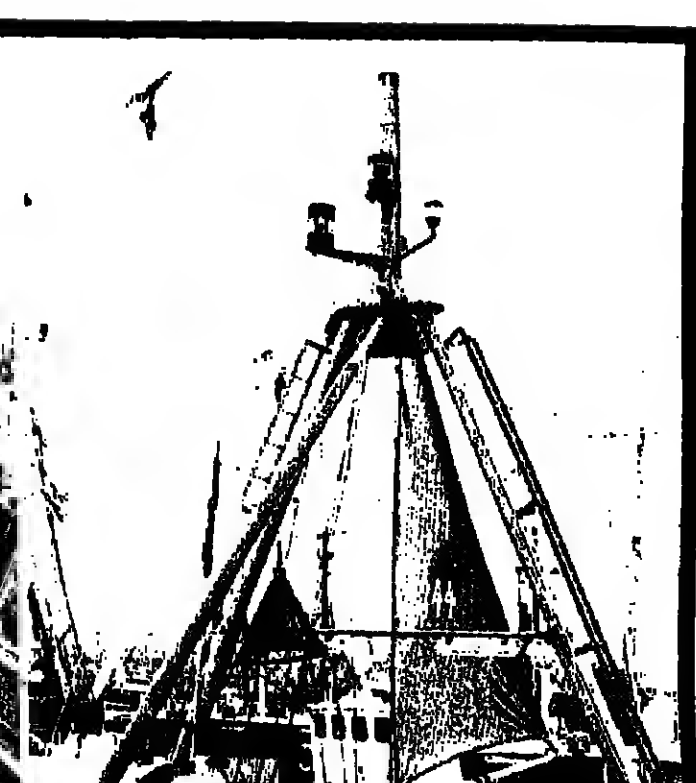
Above: Skipper Jens Thomson started off the year former Esbjerg seiner *Argus*. Below: Skipper Bjarne Olesen of *Nyborg*.



Left: *Allison Jane*. Operators of vessels like her may lose their traditional rights to untold catches because of continuing confrontations with the port's inshore force.

Right: *Brooklesby* (ex *Thornwood*) now GY 373.

Far right: *Queenie S.*, the newest seiner at Grimsby, was delivered before Christmas to owners A. E. Richardson & Co. Ltd.



The problem keeps cropping up as the port becomes more dependant on the smaller vessels for supplies and, last year, the operators of *Wardley* and *Jan Erna* had to take the matter to an industrial tribunal before they won the right to land their own catches.

### United

Now it seems everyone else may be forced to take similar action if they are to continue landing their own fish. The lumps are up in arms about a report that 18 inshore boats, including local and visiting vessels, may make a united approach to an industrial tribunal to establish their traditional landing rights.

Meanwhile, several inshore

liners are again running into problems over bait and several vessels have been forced to buy supplies of lugworms from as far afield as Norfolk.

As always, there's a fair bit of work being done to boats in dock. This includes work to replace pair trawlers bipod galvanised steel masts and gibs with aluminium ones fabricated by Seafight of Northampton. Well to the fore with this work, as with many other repairs or alterations, is Grimsby's main small boat electrical contractors, D. Zittman of Womersley Road.

So far *Laurids Skamager* and *Aun Charlotte* are finished and work is going ahead on *Jacqueline Borum*.

Another interesting job was the installation by Radfon Telecommunications Ltd. of Grimsby of the new compact, low cost Furuno FH-105 sonar on Sleight's *Ling Bank*. It has been a big success so far on the winter sprats.

### Numbers

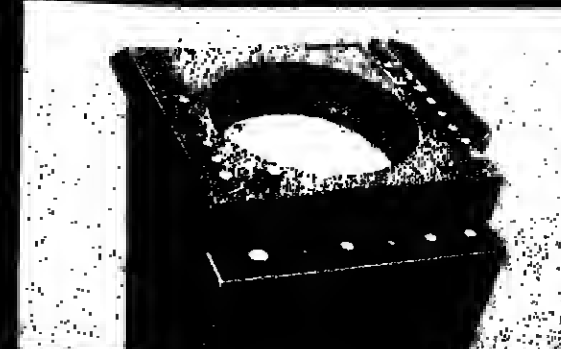
Finally, for those interested in fishing numbers, Sleight's *Brooklesby* (ex *Thornwood*, FD 177) is now GY 373 and *Down Waters* (ex *Boston Islander*, FD 263) is LT 377.

TOM WOOD

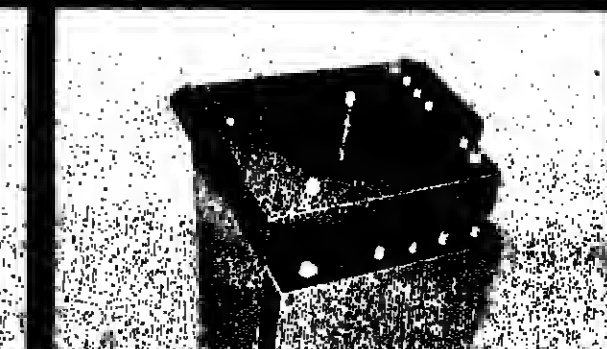
Right: the Grimsby inshore boat *Lady June* — she has been trawling in the River Humber this year.

**KRUPP**  
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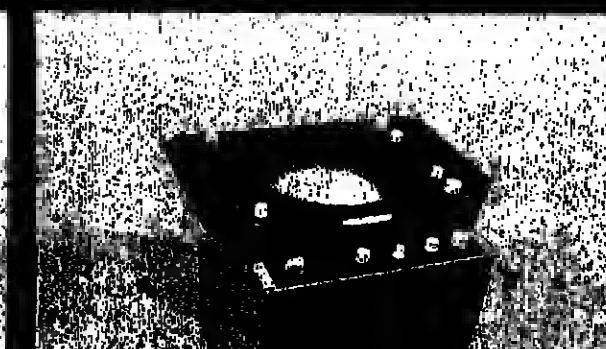
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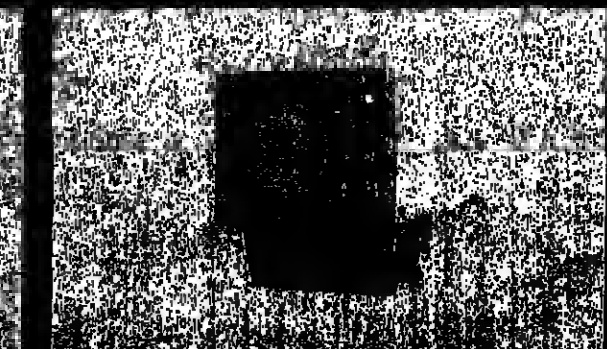
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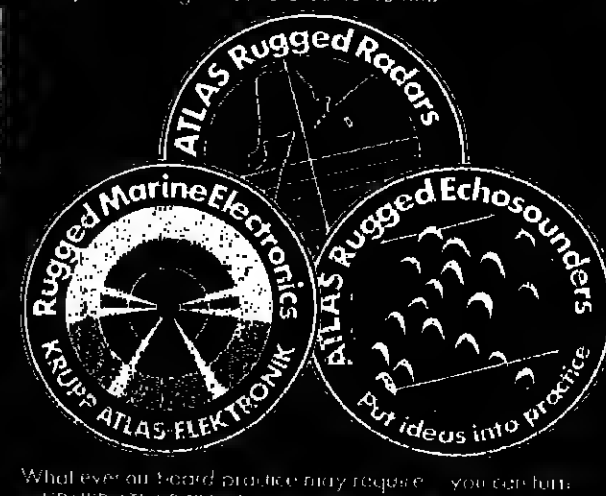
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## Last box

GEORGE Duncan, fishalling manager at Peterhead with Richard Irvin and Sons, has retired after 27 years with the company.

Mr. Duncan was given a cheque from the company, a clock from the staff and Skipper Tom Hay of Incentive gave him a wallet of notes.

The cheque is seen being presented to Mr. Duncan by the company's managing director, John Craddock.



## LAST-DITCH PLEA FOR GRANT

PLANS TO establish a fish processing factory in the South Devon port of Dartmouth look like folding unless someone can offer financial backing.

Behind the attractive tourist face of Dartmouth lies a tale of misery and hardship. The port has lost a quarter of its population — 1,500 — within seven years and now has the second highest unemployment figures in the south-west.

The proposed fish factory would have helped solve that. A consortium of local business people, headed by Brenda Breakwell, chairman of the South Hams District Council, and former town mayor, Brian Goss, want to establish the factory which would mostly deal with mackerel and would immediately provide 50 jobs.

After a year of painstaking work they may have to abandon the scheme through lack of financial backing because Dartmouth is a tourist area and not an industrial one.

Dartmouth has been marked as a coastal area of outstanding beauty where the main emphasis should be on tourism, not industry.

This has virtually destroyed all hopes of Dartmouth getting the fish factory because all of the major organisations say that because the town is not in an assisted or intermediate area, no financial help can be given.

The consortium could move 15 miles to the Lee Mill industrial estate where the same firms would be only too pleased to offer all the financial help they could. But that will not solve the problem as the factory is wanted in Dartmouth — a fish port — to help unemployment.

What bitterly disappoints the consortium, who named their firm Dartmouth Food Products Ltd., is that everyone they have approached, including the White Fish Authority, have

praised the scheme and considered that there was a desperate need for such a factory.

The last bid is an application to the EEC European Investment Fund direct in Brussels, but from the early replies they hold out very little hope.

Miss Breakwell, who has been the main driving force behind the scheme, explained that the company had everything except finance — two sites, an assurance of raw material, technical expertise, labour and sales outlets.

The scheme is likely to cost £300,000 to get off the ground, but the rewards could be staggering. One of the consortium, Brian Goss, owns land at Jawbone which will be used for the freezing, preparation and smoking of mackerel and South Hams Council has agreed to allocate two factories in the town where the canning could take place.

The White Fish Authority would welcome the factory. Japan, the largest supplier of canned mackerel, suffered a failure in its mackerel fishery last year and the prospects for UK involvement in world wide markets for this commodity appear very promising.

The company anticipates

that £200,000 will be required to set up the business, leaving £100,000 for working capital.

Brixham Trawler Federation has been in regular consultation with the promoters of the project and has confirmed that they will be in a position to supply all the needs of the factory. The Federation fish is only a proportion of the mackerel in south-west England, but a higher proportion of their catch goes for human consumption than that caught by foreign trawlers.

The raw fish requirements would be no more than 2,000 tons per annum, less than one per cent of the total catch of mackerel allowed in Britain. The White Fish Authority would welcome the factory. Japan, the largest supplier of canned mackerel, suffered a failure in its mackerel fishery last year and the prospects for UK involvement in world wide markets for this commodity appear very promising.

If the EEC Investment Fund cannot help, the option left will be raising £200,000 through private shareholders.

Mr. A. Sharples, the authority's regional office told the consortium: "Brix is at the threshold of substantial development of the mackerel resource and such project as yours should receive the full support it deserves."

The authority is entitled to lend 80 per cent of the proposed cost, but it is doesn't have that kind of money available to assist Dartmouth company.

There is another way where the freezing and preparation work will be done, they intend to build three factories from the Hams Council for the canning side of the business. The council has not a decision on the company to decide in any or another whether it wants the factories or not.

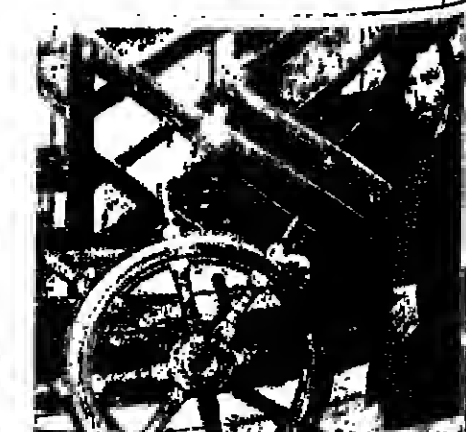
If the EEC Investment Fund cannot help, the option left will be raising £200,000 through private shareholders.

## FIFIE GETS A SCRAPE

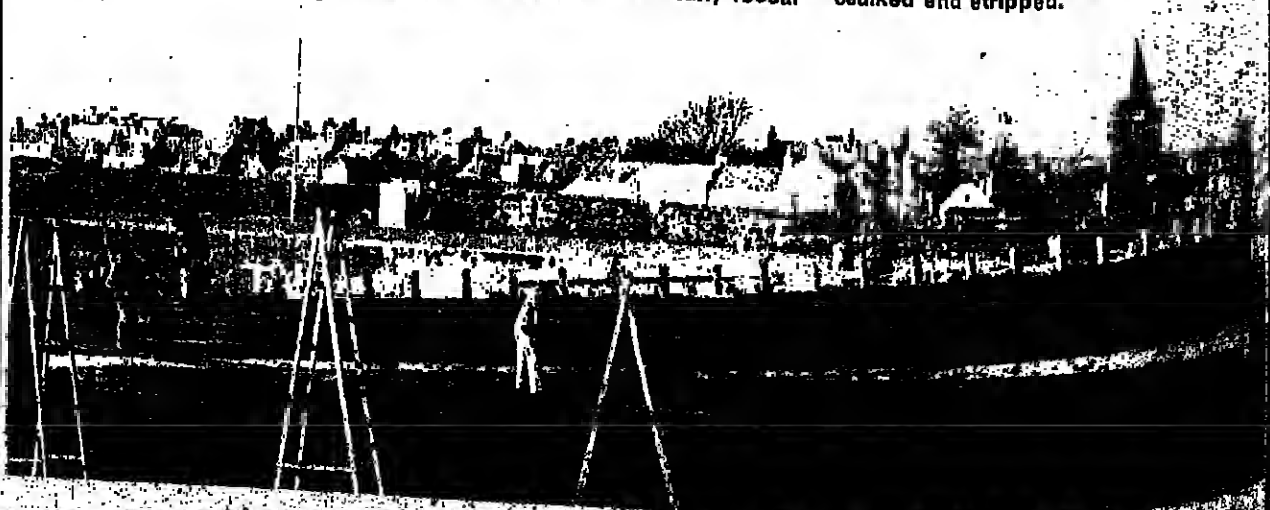
SHEFLANDER, the Scottish Fisheries Museum's life, has been moved to a new berth at the top of the west of Anstruther pier to allow workmen to oulk and scrape her.

Workers taking part in a jobs oration scheme, which ends in March, have done the majority of the work. The remainder will be done by voluntary workers later in the year.

The museum has also been given a ship wheel for Sheflander by the Christian Gelsen Co. The wheel originally came from one of Gelsen's whaling vessels in the early 1900s.



Above: the donated wheel to be put on Sheflander (below). She is at present oulking and stripped.



## Two seiners come in for more power

PETERHEAD'S wooden-hulled seiner *Fruitful Bough* has moved down the coast to Arbroath where a local engineering firm is fitting her with a new engine and sterngear.

The 78 ft. boat, built in 1970 by J. and G. Forbes and Co. for Skipper William Buchan, is having her original Caterpillar 425 hp engine replaced by a Cat D379 unit developing 498 hp at 1,225 rpm. This will turn a Bruntons fixed-pitch propeller through a Cat 7241 gearbox of 3.54:1 reduction ratio. The work is being carried out by William Teviotdale.

A new Northern Tool and Gear step-up gearbox will be fitted at the fore end of the engine to transmit power to the Dowty hydraulic pump which drives the winch.

William Teviotdale was taken over by new management in 1976 when William Teviotdale retired after 30 years in the business.

Joint owners of the firm are now Mr. C. Bell and Mr. A. McKinnon, who were formerly with the Fraserburgh depot of Caledonian Engines Ltd. of Glasgow which is the Caterpillar dealer in Scotland.

Since coming under new management, Teviotdale has fitted quite a number of Cat engines to Scottish boats and has other installations in hand.

During the next few weeks the Burghhead seiner *Defiance* will arrive to be fitted with a Model 3412 Vee-torn 12-cylinder unit which gives 498 hp at 1,800 rpm.

The gearbox and propeller used with the vessel's original Cat D346 unit will be retained.

Built by Campbelltown Shipyard in 1975 for Skipper William More, the 75 ft. *Defiance* has a Sutherland winch, Rapp power block and Lussie Hydraulics seine rope reels.

The 3400 series of Caterpillar engines was introduced to the UK in 1978 and one of their main features is the larger displacement which cuts down on mechanical stress.

The Teviotdale firm has also sold a number of engines for fitting elsewhere. Among these are a Caterpillar 3306 auxiliary unit supplied to the trawler *Mount Royal*, which has just undergone a major refit in Peterhead.

Teviotdale also holds agencies for Kelvin and Gardner marine engines, also for the Gilbert Gilkes and Gordon range of bilge and general service pumps.



*Fruitful Bough* from Peterhead ready to be fitted with a new engine and Bruntons sterngear.

## Billingsgate

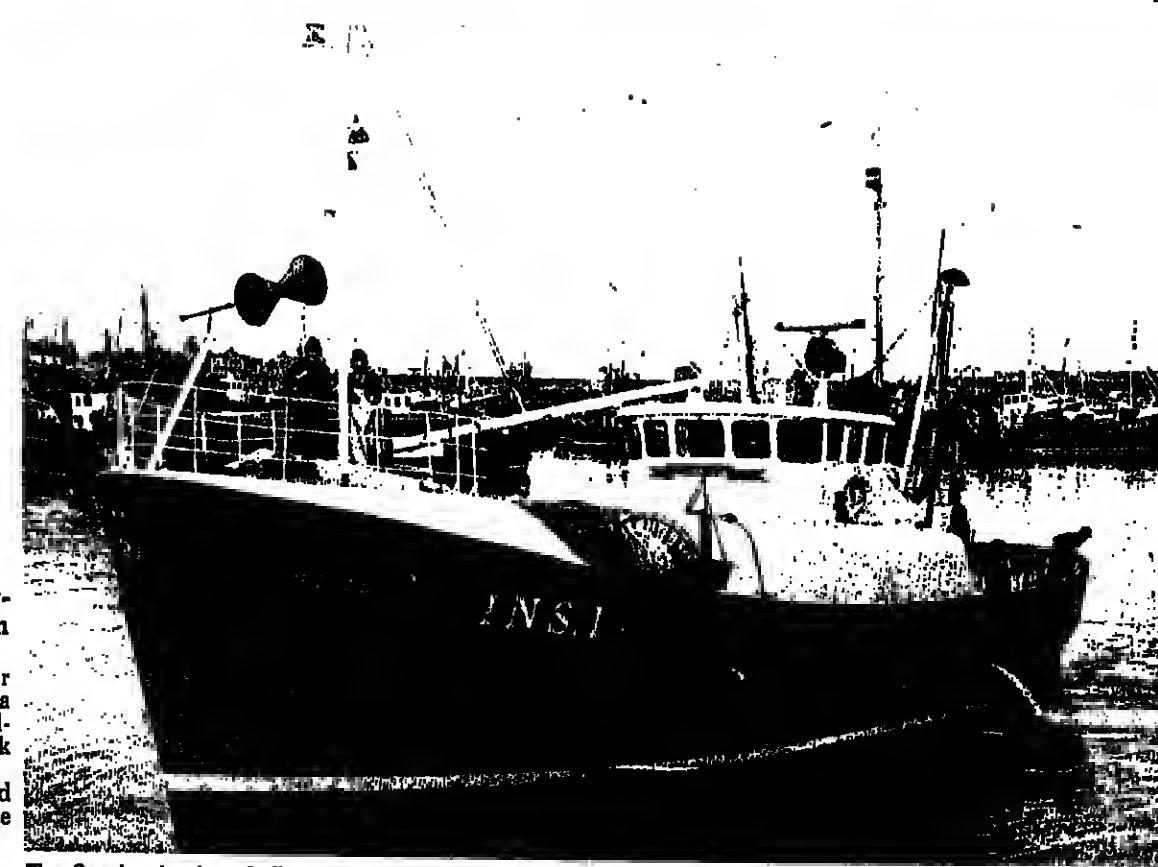
WALKING along Thames Street between the lorry park and the market, one becomes aware of a black troll marking the path. And then there's a porter with his smock stained black and a salesman, hands black to the elbows as if he had plunged them into a bottle of ink. The clue is ink — sepla, the seepage-covering discharge of the outlefish.

These fish of these molluscs — they are related to the oyster and the mussel — and their cousin, the squid, is increasing all the time. It is not only the immigrant trade that is taking them. Many English people, having tried 'calamari' on their Spanish package tour, are willing to have a go again when they come back home.

Perhaps they may have tried the rich dark stew in which outlefish are cooked in their own ink. Sales have been boosted by the number of ethnic restaurants there are in London now. The last count showed 18 serving Japanese food and their buyers, with a reputation for snatching up only the very best quality, are in Billingsgate every day.

There is also both an import and an export trade in squid and outlefish. Some of our original sources of supply were in Scotland — the actual Calamari from the Mediterranean. They send us beautifully bleached and packed frozen squid. We now reciprocate by sending Scottish caught fish and Calamari outlefish to Italy.

As has been said in this column before, that is what a market is all about — identify the need and supply it.



The Burghhead seiner *Oaffance* is shortly to be fitted with a new 498 hp Caterpillar engine at Arbroath.



## "Our Detroit is the best haul we've made"

Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent".

Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation.

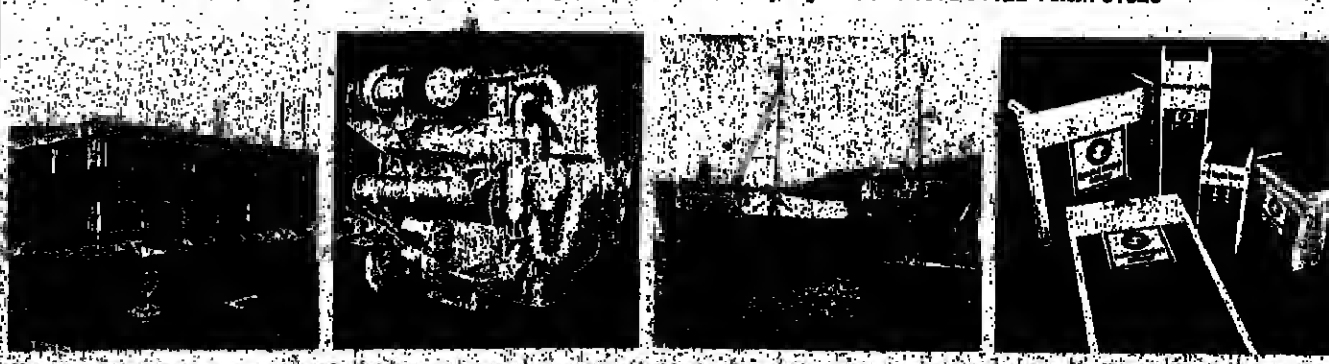
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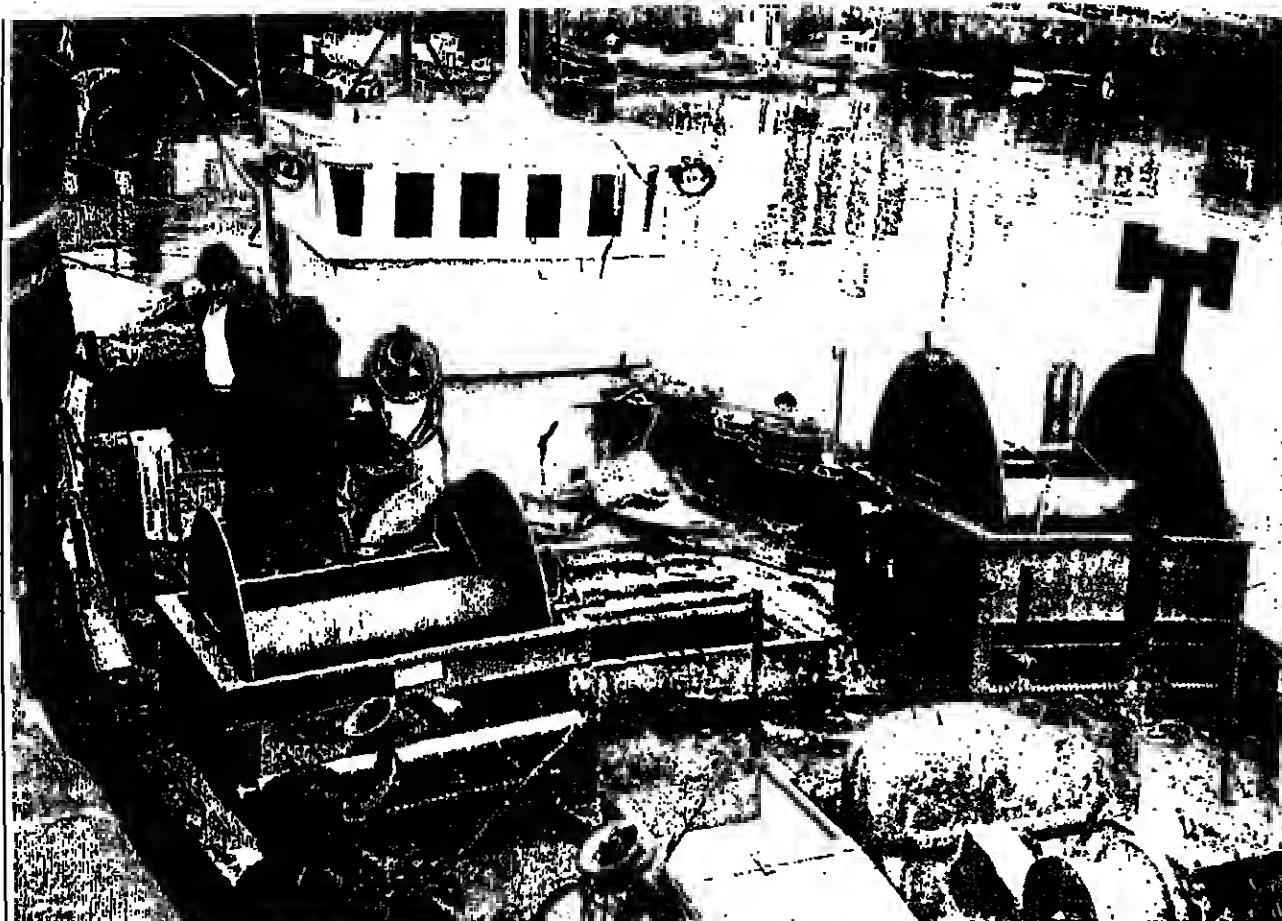
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The two-drum Grenaa rope reel set being fitted to Silver Crest.

# First Danish reels for Scottish boat

THE FIRST set of Grenaa seine rope storage reels fitted to a Scottish boat are now in use aboard the Abroath seine netter *Silver Crest*. They were fitted by the Abroath firm of blacksmiths, Alexander Birse and Son, which has now been appointed a distributor of the Danish-made reels in Scotland.

Skipper David Smith of *Silver Crest* told *Fishing News* that he decided to fit the reels as he had seen them aboard Grimsby vessels and had heard from other skippers that they are very reliable.

He said that one of the main advantages of the reels is the simplicity of the installation. They are powered from a single hydraulic pump belt-driven from the main engine.

end that the only equipment bought separately was the belt to drive the pump from the engine.

Grenaa's Grimsby agent, Anglo-Dansk, supplied the reels which are tailor-made for the boat.

An engineer from Grenaa came to Arbroath to supervise the installation.

Below: *Silver Crest* — the Fraserburgh seiner — is skippered by David Smith. He chose the reels for their reputation for reliability.

## Popular

Controls are fitted in the wheelhouse, so that no one need be on deck when the reels are being set or hauled.

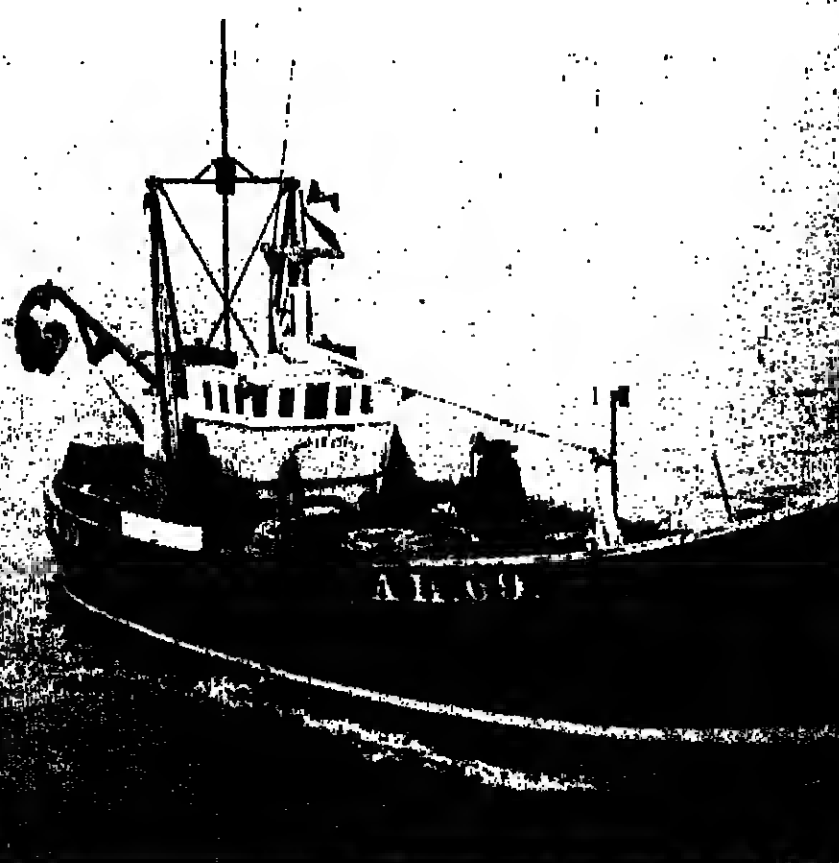
The reels, manufactured by Grenaa Smedje & Maskinfabrik of Denmark, are particularly popular in Grimsby where many three-drum reels are in use aboard the port's North Sea anchor seiners.

*Silver Crest*, which is also the first vessel in the Abroath fleet to fit rope reels, has been supplied with a two-drum set for traditional Scottish fly-dragging seining.

## Double

The starboard reel can carry nine coils of 2 1/2 in. rope, while the port unit has twice the capacity so the ropes can be turned between hauls.

Skipper Smith said that all the hydraulic oil, electricity and controls etc. were included in the quoted price of the reels.



than which was carried out by Alexander Birse. Built by Walter Reid of Anstruther about 30 years ago, the 58ft. *Silver Crest* is powered by 114hp. Gardner engine and is fitted with a D.I. Sutherland belt-driven seine net which is Carron hydraulic power block.

Below: *Silver Crest* — the Fraserburgh seiner — is skippered by David Smith. He chose the reels for their reputation for reliability.

# OBAN REVIVAL BID: Effort to pull in more boats

A DESPERATE effort is being made to revive the fishing industry at the Scottish west coast port of Oban.

At one time between 30 and 40 local boats, together with a number from the east coast, landed regularly. However, during the last six to ten years the majority have left due to a lack of facilities.

The fleet is now down to five local vessels and only three or four stranger boats.

Now the Oban Port Committee has been set-up to attract vessels back and to regain the trade which the port has lost. It is hoped that improvements will start straight away.

## Natalie back after refit

THE shellfish well boat *Natalie* has returned from Spain after a refit.

She had an engine breakdown off Guernsey at the end of 1977 and spent two months at a Bentender yard being overhauled.

Meriscoe Del Centrebro, owners of *Natalie*, have now been operating a run to Spain for over a year.

The company plans to build a larger vessel capable of carrying 50 tons of shellfish. She should be ready in about 18 months' time.

## IRISH SPRATS REPLACE HERRING

SPRAT fishing has partially replaced the losses suffered by Irish fishermen due to the closure of the herring fishery.

Eighteen boats have been fishing at various times and sprat landings have been running about £10 a crew.

Quality has been good, particularly for buyers seeking supplies for spicing and smoking.

## Cooling down the hot-shots

FISHROOM refrigeration plant is going into four white fish pair trawlers owned by Riverside Trawlers Ltd. and Denby Trawlers Ltd. of Grimsby. These will be supplied by the Dutch firm Promac.

The Denby vessels are the top-earner *Margrethe Bojen* and *Frances Bojen*, fishing under skipper Jens Bojen and John Richardson, and the two Riverside boats are *Golden Venture* and *Jean Scott*. These boats fish under skipper Pete Pulfrey and Phil Scott.

Similar equipment will also be fitted to two wooden vessels which the two firms have ordered from shipyards at Buckle, Scotland.

Jones Buckle Shipyard is building a 79 ft. boat with a Kelvin engine and Norwinch winch for Denby, while Herd and Mackenzie is to build the Riverside vessel.

All six Promac plants have been ordered through the firm's agent in the UK, Morep Ltd. of Luddenden, near Halifax.

Morecambe

Mackerel?

THERE COULD be a commercial mackerel fishery in Morecambe Bay, according to George Barr, superintendent of the Lancashire and Western Sea Fisheries Joint Committee.

In his latest published report he says there has been good shoals in the area but commercially these had been fished only by hand-liners. The mackerel migrated through the area from their summer grounds.

and this, he thought, ruled out the possibility of a fishery on the scale carried out elsewhere.

However, the mackerel could be a valuable proposition if they become more valuable, squalling the value of herring. Vessels could have to chase shoals far more than they had to do off the south-west coast.

Mackerel landings at the port have been restricted recently to the odd catch from the west of Scotland and Ireland areas by middle-

Committee chairman, Ronald Reid, told *Fishing News*: "It is absolutely vital that an effort is made now to save the port before its fishing industry is lost altogether."

The 12-strong committee consists of members from all sides of the fishing industry including fishermen, fish salesmen, buyers and processors and, also, Caledonian Macbrayne Ltd. which operates the pier.

"We are not working as individuals," said Mr. Reid, "but as a team in a desperate

effort to regain the livelihood that Oban once made from fishing. "One of our first main aims is to provide better facilities for boats landing at Oban."

"On achieving this, we hope to encourage many of the east coast boats which should soon be starting their seasonal fishing in this area to use the pier."

Anyone interested in the new venture should contact committee secretary, Peter Tosh, Telephone: Oban 3354 or 4420.

# 'Gillingham' goes back to sea

CONSOLIDATED Fisheries at Grimsby has put the 497-ton trawler *Gillingham* back to sea on the deep water grounds off Norway.

The vessel had been laid-up following poor results at the end of last year on the middle water grounds. The 140 ft. side trawler was built at Goole in 1960.

Aldershot working the Westeries.

Of Grimsby's other distant water operators, the Boston Group now has six vessels operational. However, BUT's deep water fleet of trawlers is still laid up.

## Repairs

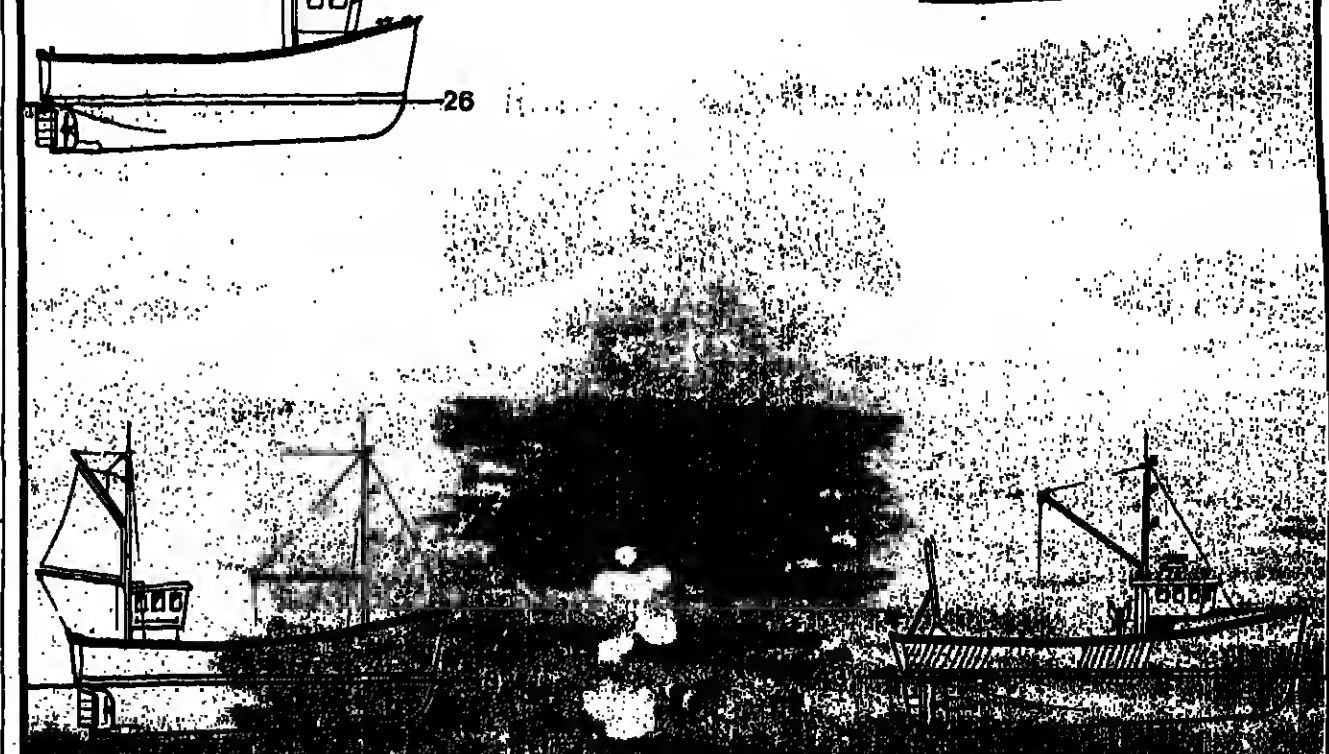
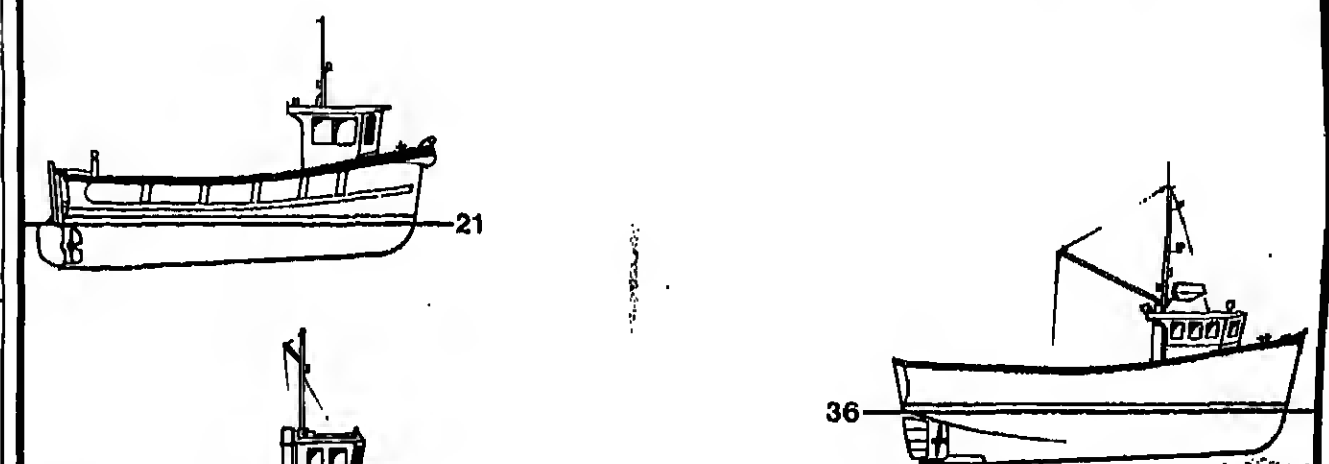
Consolidated Fisheries has now managed to get four vessels back fishing distant waters and a fifth, *Port Vale*, is currently undergoing repairs at Grimsby for fairly extensive sea damage to the wheelhouse. This was sustained late in January off the Norway coast (see picture page five).

In addition, the firm has

## Engine firm opens new depot

CUMMINS Diesel Sales & Service Ltd., the national distributor for Cummins engines, has opened a new depot for sales, parts and service. The depot is part of an expansion plan and is at 5 Gildersome Spur Industrial Estate, Wakefield Road, Morley, Leeds. For more information telephone 521884.

# THE CYGNUS FLEET



GM21.	GM26.	GM32.	GM36.	GM43.
21ft. x 10ft. 6in. x 20hp. Hull mouldings from £275. Finishing craft from £2,950.	26ft. x 10ft. 6in. x 20hp. Hull mouldings from £1,750. Finishing craft from £14,750.	32ft. x 10ft. 6in. x 20hp. Hull mouldings from £2,950. Finishing craft from £15,350.	36ft. x 10ft. 6in. x 20hp. Hull mouldings from £2,950. Finishing craft from £15,350.	43ft. x 10ft. 6in. x 20hp. Hull mouldings from £2,950. Finishing craft from £15,350.

There are now five boats to choose from in the Cygnus GM range, covering 21ft. to 43ft. All boats are housed in stock plant conditions with strict quality control throughout. Designed by Gary Mitchell, our hull feature heavy alloy deck, deep forelocks, galley below, and their seaworthiness is the result of the way they are measured. At Cygnus, we can say our customers are our most successful salesmen. You can buy hulls in any stage of completion, from bare shells to fitted plant. If you're thinking of a boat for 1978, invest in any of the Cygnus fleet — they offer the best there is.

Cygnus the big name in Fishing Boats.







The British fleet earned an all-time high of £252m. last year. Here we look at the top performers of 1977

# THE MONEYSPINNERS

## Forester makes the grand slam

HULL'S 170ft. stern trawler C. S. Forester has headed the country's wet fish earnings league for the second successive year. By making £739,732, she retained the tight grip that Newington Trawlers Ltd. has had on the title for the past three years.

This company hat-trick started in 1975 with *Hammond Innes* and, throughout the three-year spell, the main skipper of both vessels has been Dick Taylor who joined the Hull trawling industry about 30 years ago.

He along with another top Newington skipper, Bill Brettell, were both convinced that the £1m. mark was now in sight for a British trawler when *Fishing News* spoke to them last week.

"I think the £1m. can be topped, but it all depends on how much a vessel will be allowed to catch", said Skipper Brettell.

Skipper Taylor also voiced the same opinion: "If we could have unrestricted fishing, we could gross a million in a year. But the catch quota is the bugbear which is going to stop really big grossings."

"We are as frustrated as the vessel owners and we wish that we could come to some arrangement with the EEC so that we can get some sensible working agreement with Russia and Norway", said Skipper Taylor.

With *Hammond Innes* now sold to Canada, Dick Taylor and Bill Brettell are now operating C. S. Forester on a shared command basis. They take over the ship on a two trips on, two trips off, system.

Commenting on this arrangement Dick Taylor said: "I am quite satisfied with this work sharing. We are more fortunate than some of our other colleagues in the

### SHIELD RESULTS

	OWNER	KITS	POINTS
1 (1)	C. S. Forester (Newington)	25,824	87,088
2 (2)	Ross Sirius (BUT)	18,858	43,509
3 (3)	Somerset Maugham (Newington)	18,708	40,839
4 (4)	Arctic Cavalier (Boyd)	18,638	39,892
5 (5)	Loch Eriboll (BUT)	17,419	39,543
6 (6)	St. Giles (Hamling)	16,745	38,215
7 (7)	Lord St. Vincent (BUT)	16,543	37,092
8 (8)	Ross Albatross (BUT)	13,982	36,742
9 (9)	St. George (Hamling)	13,032	36,016
10 (10)	Ross Orion (BUT)	15,877	35,235
11 (11)	St. Dominic (Hamling)	15,490	33,867
12 (12)	Ross Trafalgar (BUT)	13,813	33,848
13 (13)	Hammond Innes (Newington)	13,413	33,040
14 (14)	Arctic Rebel (Boyd)	12,811	32,448
15 (15)	Ross Leonis (BUT)	16,019	31,584
16 (16)	Falstaff (BUT)	16,225	29,808
17 (17)	Kingston Amber (BUT)	15,209	29,606
18 (18)	Arctic Vandal (Boyd)	13,162	29,360
19 (19)	Wastella (Mar)	12,208	27,768
20 (20)	Ross Censural (BUT)	12,343	27,267

port whose ships are laid up and who just don't know what they can do."

During the 12 trips completed last year by C. S. Forester, Dick Taylor had taken the vessel on six of them. In his absence, Eddie Woodriffs held the command four times with J. Atkinson and David Atkinson each having a trip as relief skipper.

During the year the vessel went four times to the Norwegian coast (including the White Sea as well on one occasion) and seven times to either Bear Island alone or the White Sea/Bear Island.

Skipper Dick Taylor's spell with the ship last year finished on October 12, 1977, and he did not rejoin C. S.

Forester until February 11 this year when Bill Brettell finished his first two trips in command under the new sharing arrangement.

Apart from winning the national earnings championship last year, C. S. Forester also retained the Hull Distant Water Challenge Shield.

All the way through the year C. S. Forester led the placings list in this port handicapped contest and she finished up 13,850 points ahead of runner up, Ross Sirius, a BUT side-winder.

Ross Sirius made 2534,634 for 18,507 kits, with Newington's Somerset Maugham finishing third and Boyd Line's Arctic Cavalier fourth.



'We could gross £1m'



## Seiners drop back

THE performance by Hull's seiner fleet last year has turned into something of a swan song. All 10 boats in the Beaton Group have now been sold to Consolidated Fisheries of Grimsby and will now operate from the south side of the Humber.

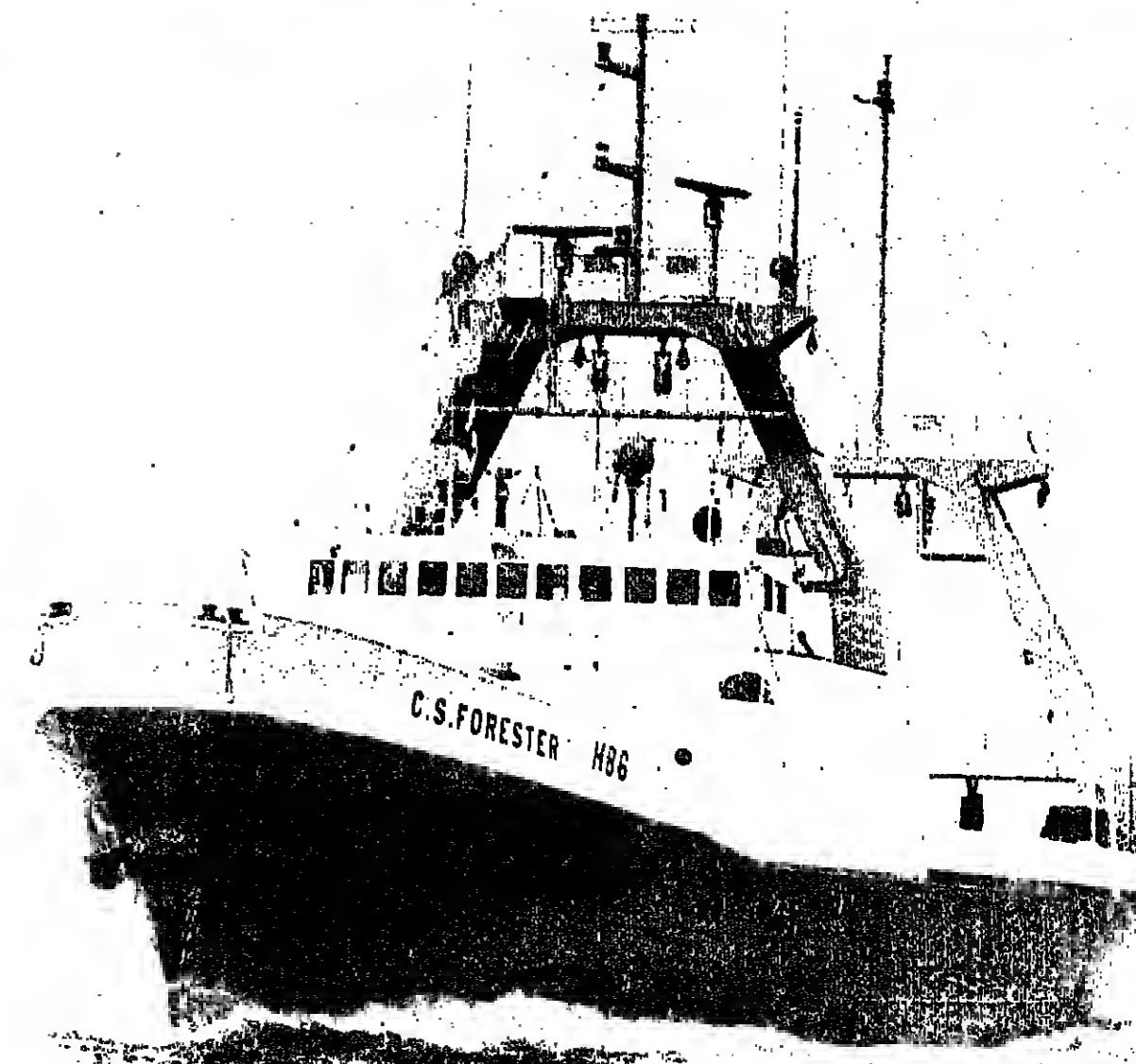
The 65 ft. Folkenborg took top spot with 271,016. She landed 2,171 kits with Skipper O. Pedersen in command.

Lindenberg, commanded by Skipper I.

Winkel, was in second place with 266,914 for 2,356 kits.

The previous year's top seiner Christiansburg, skippered by Egon Dam was edged into third position, making 265,446 for 2,448 kits.

The results from the Hull seiner fleet were something of a disappointment. In 1976 Christiansburg made 285,977 when she took the title.



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AND THAT'S EXACTLY WHAT THEY GET FROM

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We congratulate David Smith, skipper of ARGONAUT, the top Scottish seiner, and his men on their achievement, also the runner-up, Tommy Sutherland, skipper of MARY CROAN, and his crew. We are proud to think that our Rope Reels contributed to the securing of such notable tonnages. Our patent Reels allow fishing to continue even with frayed rope or bad splices: they are fitted with wire mesh guards and are available in different sizes as requested. And when you buy these Reels—or any other equipment—from us, you also buy SERVICE, before, during and after installation (if required, which won't be often).

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## Top trippers of the year

HULL  
C. S. Forester £739,732

GRIMSBY  
Vivaria £609,685

FLEETWOOD  
Boston £319,387

MILFORD HAVEN  
Pictou Sealion £130,792

ABERDEEN  
Clarkwood £520,792

NORTH SHIELDS  
Ben Strome £311,077

LOWESTOFT  
Suffolk Chieftain £259,000

SCOTTISH SEINERS  
Argonaut IV £434,700



Last year was certainly a big one for the pursers. How big, nobody is saying. But it could put the top deep-sea boats in the shade.



# THE MONEYSPINNERS

## VIVARIA GETS HER REVENGE

### GRIMSBY

ALTHOUGH there were a number of record earnings by individual trawlers at Grimsby the year overall was another bad one for the port's trawler owners.

New fishing restrictions and quotas meant a further fall in landings from very nearly all categories and nearly all the port's distant water trawlers were laid up with nowhere to fish.

As a consequence, numbers of operational trawlers fell from 62 vessels in January 1977 to 44 by January 1978. The casualties included nine of last year's top ten earning trawlers, among them *Ross Revenge*, Britain's biggest side trawler and Grimsby's most consistent big money maker for many years. Moreover for the first time ever the port's champion trawler was outgrossed by a pair team. *Margrethe Bojen* and *Frances Bojen* had a fantastic combined £690,000.

Champion trawler was in fact *BUT's Vivario*, which headed the list in category 1 (vessels over 140 ft.) with £609,685 from 21,168 kits in 14 trips.

*Vivario*, skippered throughout the year by Roy Kurz — except for three trips when John Gilbey took over — was runner-up in 1976 when *Ross Revenge* held on to her title. However this time the positions were reversed and the giant *Ross Revenge*, which made only 12 trips, had to settle for second-best at £575,463 after hitting £625,729 as champion in 1976 from 14 trips.

### Port record

Consolations for the deposited title holder were a new port earnings record of £77,450 from 2,126 kits after a 25-day trip to Deer Island in September under Skipper Johnny Meadow and the number one spot on top of the year's daily averages (£2,100) and trip averages (£47,956).

The success of *Vivario* was based on sheer consistency, but there was one highlight in her year when she made the biggest landing by a local trawler with 2,440 kits in March after 22 days to the Norway Coast.

*Vivario* was runner-up in the daily averages (£1,935) and third in the trip averages (£43,649) where Boston Deep Sea Fisheries' *Boston Boeig* held on in the second spot (£44,908) despite making only four trips to sea. The first of these, in January, actually produced a new company record grossing of £70,703, but *Boston Boeig* was an early victim of the quota system and went to the wall after a nightmare trip to

Newfoundland in the spring. Back into third place on grossings was *Ross Renown*, the port's busiest trawler with 331 sea days.

*Ross Renown* amassed £566,183 from 20,765 kits of fish taken over 18 trips, including several on home waters in the last quarter. Without any real opposition last year from the Boston Group, which had its nine category 1 vessels all out of action for differing periods, *BUT* not only took the top three placings, but swept the board right down to 14th position.

The converted steamers

*Ross Rodney* (£523,889) and *Ross Ramilies* (£505,869) were fourth and fifth and were followed by *Northern Reward* (£482,524). Best figure by any of the Boston fleet came from *Balgoun* with £360,940 from 10 trips in 14th position.

It is a sad reflection on the state of the British distant water industry that the top nine vessels in this category, together with four from the lower order, ended the year laid up. And so far this year only *Ross Kharoum* has got back to sea — as an oil rig support vessel.

Category 1 began 1977 with

21 operational motor trawlers and finished the year with just eight still fishing.

Already *Boston Comanche* has been pulled out of the action with mechanical troubles leaving *BUT's Ross Kashmir*, *Ross Kelly*, *Ross Kelvin* and *Ross Kipling* plus *Begaum*, *Boston Phantom* and *Boston Keetrel* from the Boston Group as the only survivors.

### Laid up

*Boston Concord*, *Prince Charles* and *Ross Kandahar* never made a single trip and eight other vessels in this category made less than ten

trips each from the final figure of 239 completed trips in this section.

There was a similar tale of woe in category 2 (130-140 ft.) where the larger vessels all once fished distant water. Most of these vessels, like many in category 1, had spells on home waters as owners tried to keep their fleets employed.

A bid by Consolidated Fisheries to adapt *Reol Madrid*, *Corlisle* and *Crystal Paloce* into pelagic fishers was not the success it might have been and as a result conversion work on other vessels was put off.

Above: *Vivaria* — top distant water vessel over 140 ft. (Category 1). She landed 21,168 kits worth £609,685 in 14 trips.

Far left: *Boston Halifax* in the top 120-139 ft. vessel (Category 3). She earned £380,215 from 12,552 kits made on 13 trips.

Left: Top distant water of the 130-140 footers is *Prince Philip*, with £435,283 from 14 trips.

Outright section winner was the Boston Group's *Prince Philip* on £435,283 from 15,035 kits in 14 completed trips, including three on the distant water grounds with Skipper Ray Harries in command, worth more than £50,000 each. The runner-up was the 1976 winner *Spurs* (Skipper W. G. Hardie, junior), which finished the year laid up after grossing £413,311 from 14,374 kits in 12 trips for Consolidated Fisheries Ltd.

Sister-ship *Notts Forest* (£401,040) took third place of

Turn to Page 20



Margrethe Bojen (left) and Frances Bojen (below) had a combined grossing better than top distant water trawlers. Their skippers are Jens Bojen (right) and John Richardson (far right).



## £690,157—WHAT A PAIR!

IT WAS another record breaking year for many Grimsby pair teams, anchor-sailers and in-shores in category 3 (under 100 ft.), although overall catches fell a little short of the bonanza year enjoyed by this section of the fleet in 1976.

Skipper Jens Bojen and John Richardson once again confirmed their absolute mastery at pair trawling in *Margrethe Bojen* and *Frances Bojen* and were well clear of everyone else with a combined grossing of £690,157 — better than the top distant water trawler.

The pair team caught 24,726 kits made in 20 trips and spread over 231 days at sea. The pair improved the port earnings record twice, finally pushing it to £47,749

in May when they also set a new daily average record of £4,779 (£2,388 per vessel).

In October the team bagged another record with a turnout of 1,519 kits. Both champion pair trawlers are agents by the John R. (Fish Salesmen) Ltd. outfit which also agent the runners-up for the second successive year.

*Golden Venture* (Skipper Pete Pulfrey) and *Jaon Scott* (Skipper Phil Scott) in the runners-up spot once more also made a big improvement with final figures of £431,904 from 15,347 kits in 18 trips. Third place went to the Dan-brit-argued pair *Jacqueline*

*Borum* (Skipper Jan Borum) and *Carl Borum* (Skipper Graham Riley) with £336,880 for the year. Several partnerships were altered during the year and this broke the rhythm of some other good performances.

Catching the eye among the smaller vessels was a useful £133,463 combined grossing from the Tom Sleight (F.S.) Ltd. pair *Clea* and *Searcher* with the Cox brothers in command. Sixteen recognised pair teams began 1977 and by the close there were still 16 units, although a number of vessels had either joined or left the scene during the year.

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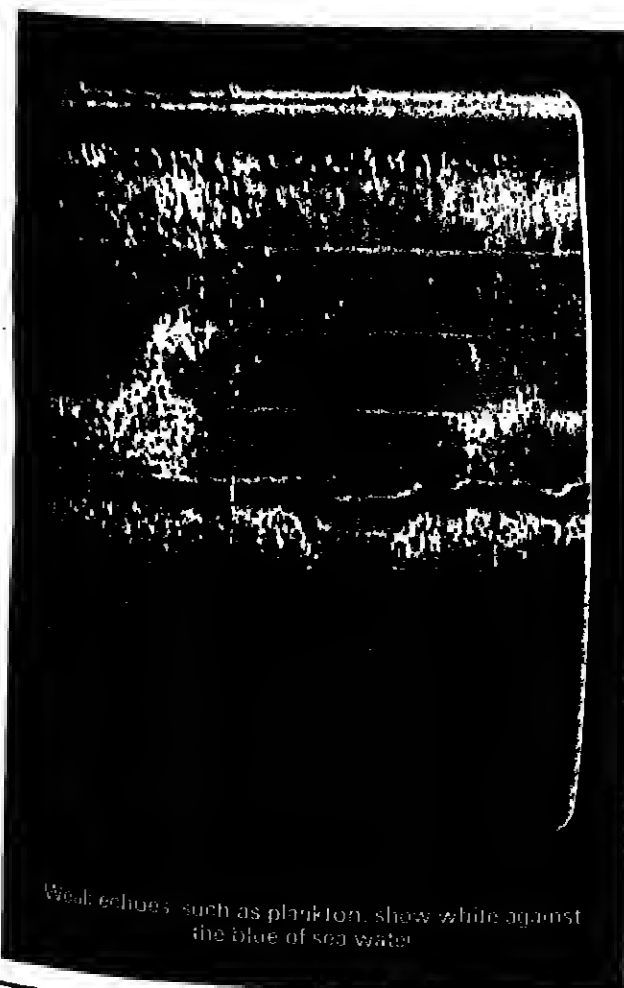
● Bottom lock and range expansion are both available. If required, up to four different pictures can be presented simultaneously on the cathode ray tube, one above another, giving synchronised depth, net monitor and water temperature information, enabling the user to anticipate hazards ahead of the net.

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Chromascope K has the ability to 'freeze' any particular sounding if required for closer examination.

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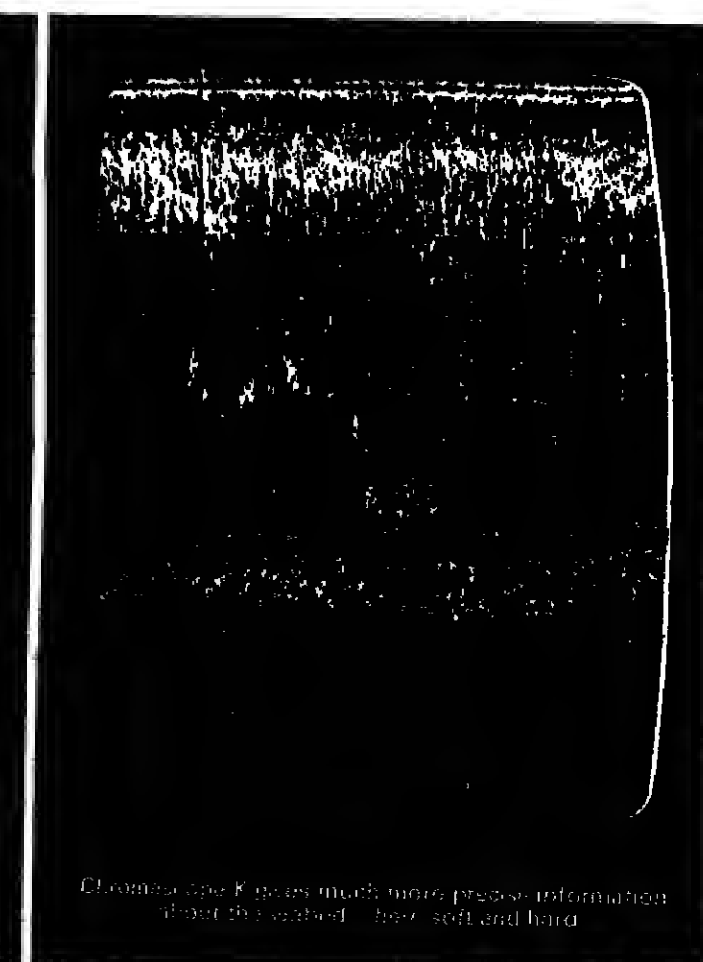
● A tape recorder can be used to store displayed information for later replay.



Weak echoes, such as plankton, show white against the blue of sea water.



Stronger echoes, such as bottom, show with a more intense colour.



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# THE MONEYSPINNERS

From page 18

the vessels fishing mostly distant water. Her earnings included a new national 140-foot record of £58,587 when Skipper Georga Mussell brought her back from an 18-day White Seas trip with 1,787 kits of codstuffs in March.

At the lower end of the category BUT's 131-footers underlined their authority as the cream of the port's middle water fleet with all the major and minor placings. Fittingly *Ross Leopard* (Skipper Jimmy Brown) came out on top with £409,500 from 18,335 kits taken in 19 trips. *Ross Leopard* also established a new port middle water record grossing with £37,447 from 1,285 kits of Westerly fish landed in July.

*Ross Zebra*, which earlier broke the same record twice, was runner-up on £402,947, but had the best daily average (£1,558) and was the best average tripper (£22,386). *Ross Cheetham* (£399,958) was third on overall earnings.

BUT's *Locarno* again did not make a solitary trip and the operational vessels in this category were reduced to 23 by the year and following the withdrawal of five of Consolidated Fisheries' football team trawlers.

Category 3 (120-130 ft.) was very much a one ship affair with the Boston Group's stern dragger *Boston Halifax* well clear on £360,215 from 12,552 kits made on 13 trips split between distant and middle water.

H. L. Taylor's *Yesso* (£292,292) dropped to second place after several years in the number one spot. However Skipper Peter Brown in *Yesso* did manage a company-best grossing with the top Faroese trip in July worth £26,001. *Yesso* headed sister 125-footer *Oakto* (£285,060) and *Ogano* (£242,878) and together the four vessels made 64 landings during the year.

H. L. Taylor trawlers again dominated category 4 (110-120 ft.) where *Oskino* (£241,609) took what honours there were ahead of *Erino* (£233,283) and *Tokio* (£227,421). In this category Lindsey Trawlers' *Lemberg* and *Tom Grant* actually managed to increase both earnings and their catches over the year before. *Lemberg* finished up with her best-ever figures of £206,809 from 6,117 kits and *Tom Grant* made £189,431 from 6,371. Seven vessels began and finished this category making 146 landings during the year.

Category 5 (100-110 ft.) was again a two-trawler battle between Lindsey Trawlers' 106-footers *Loveden* and *Lofoten*. Both improved their landings and grossings over the previous year.

*Loveden* came out on top with £183,871 from 4,948 kits; the highlight of her year being a 14-day September trip to the North Sea grounds by Skipper Georga Ireland of 336 kits which sold for a record £11,991.

*Lofoten's* contribution was £149,212 and the pair completed 45 single trips during 1977.

## FOUR-TRIP WINNER

GRIMSBY'S freezer fleet was reduced to just six vessels when BUT, which owns the entire fleet at the South Humbarde port, transferred *Defiance* and the unfortunate *Conqueror* — almost lost off Cornwall in December — to Hull last summer. The freezers were badly hit by reduced distant water

quotas and catches during 1977 were down against 1976. However several vessels were tried quite successfully in home waters. *Goth* (Skipper Peter Crane) did much useful pioneer work on these grounds with her first trip of 1977 and caught 10,52 tonnes per sea day during the 61-day trip, most of the catch being coley.

After being dogged by problems in 1976, *Roman* got into her stride and eventually came out as the top freezer at Grimsby with 1,732 tonnes from 4 trips.

*Invincible* was second with 1,670 tonnes from 4 trips and *Goth*, 1978's top ship, was third with 1,597 tonnes. *Ross Illustrations* on 1,047 tonnes from just 3 trips was fourth.

*Wardley* was king of the inshore.



Roman: top freezer at Grimsby with 1,732 tonnes from four trips.



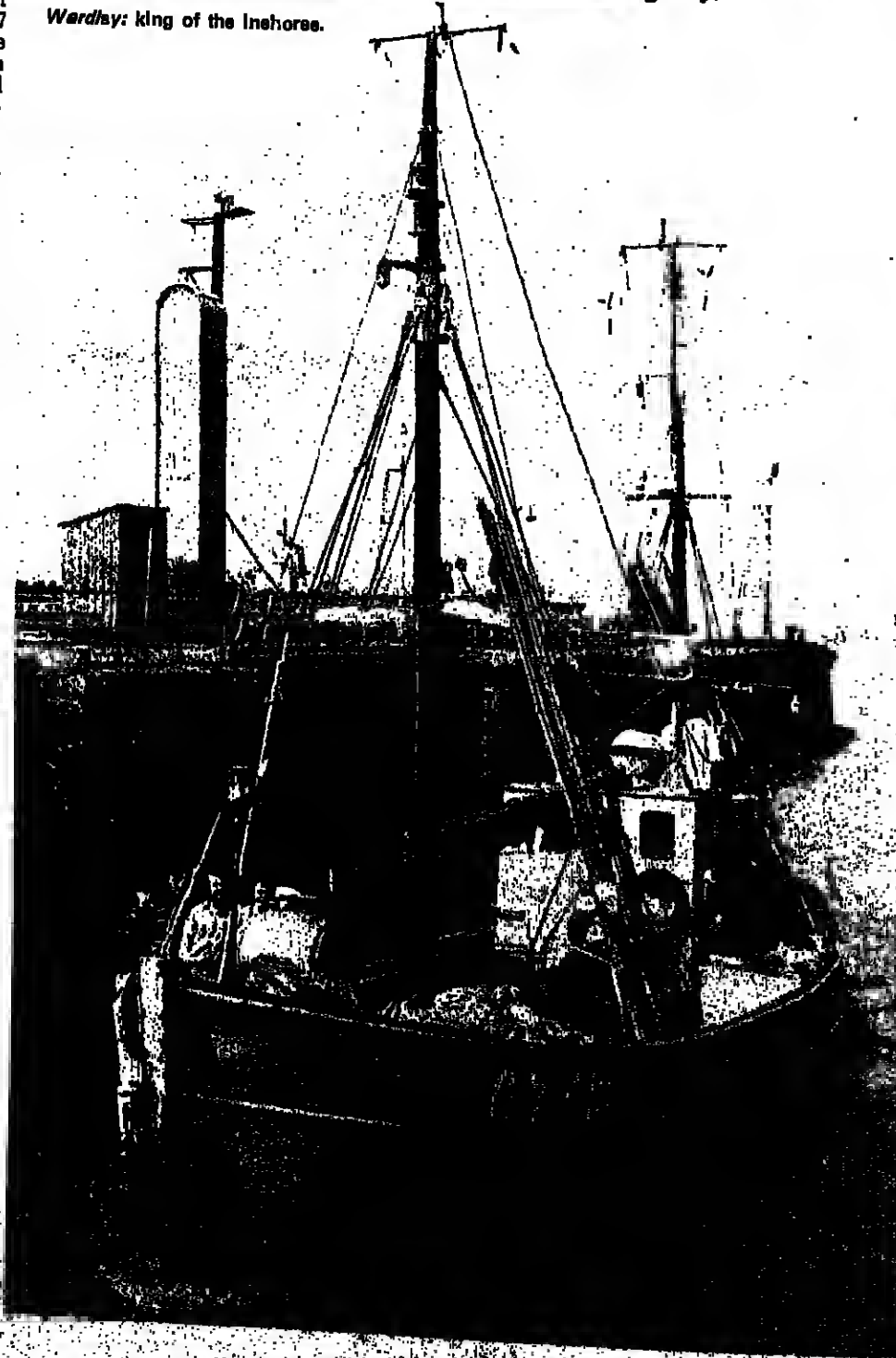
## Gladnes-lucky 13

THE port's anchor seiners were boosted to 112 vessels, mainly by the arrival of a stream of second-hand tonnage from Denmark which should make a big impact this year.

## Wardley gills it

TOP INSHORE was the 111-netter *Wardley* (Skipper Eric Loas) with a fantastic £106,510 from 2,811 kits, mostly big cod, working the wrecks. *Wardley*, as usual, worked through the Consolidated Fisheries (Seiners) Ltd. agency.

Wardley: king of the inshore.



## MILFORD 'Sealion' in front by £44

MILFORD Haven's two top trawlers were separated by just £44 last year.

The 22-year-old *Picta Sealion* came out on top after a highly successful year under the command of Skipper Trevor Salter, whose father was one of the port's leading crabber skippers in the years after the war. *Picta Sealion* made a total of £180,792 — and it was good catches of rock which played a big part in her success.

Just behind was *Sealion* — a former Lowestoft trawler — which Skipper A. James commanded for a total grossing of £180,748. Skipper James had been on *Sealion* for 10 years and his father

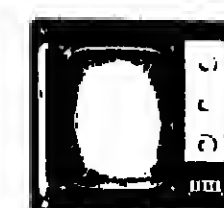
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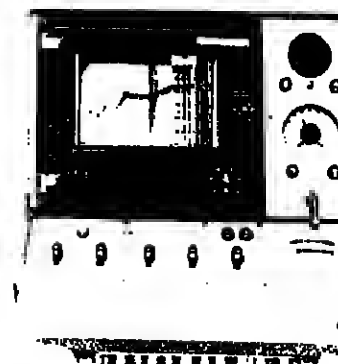
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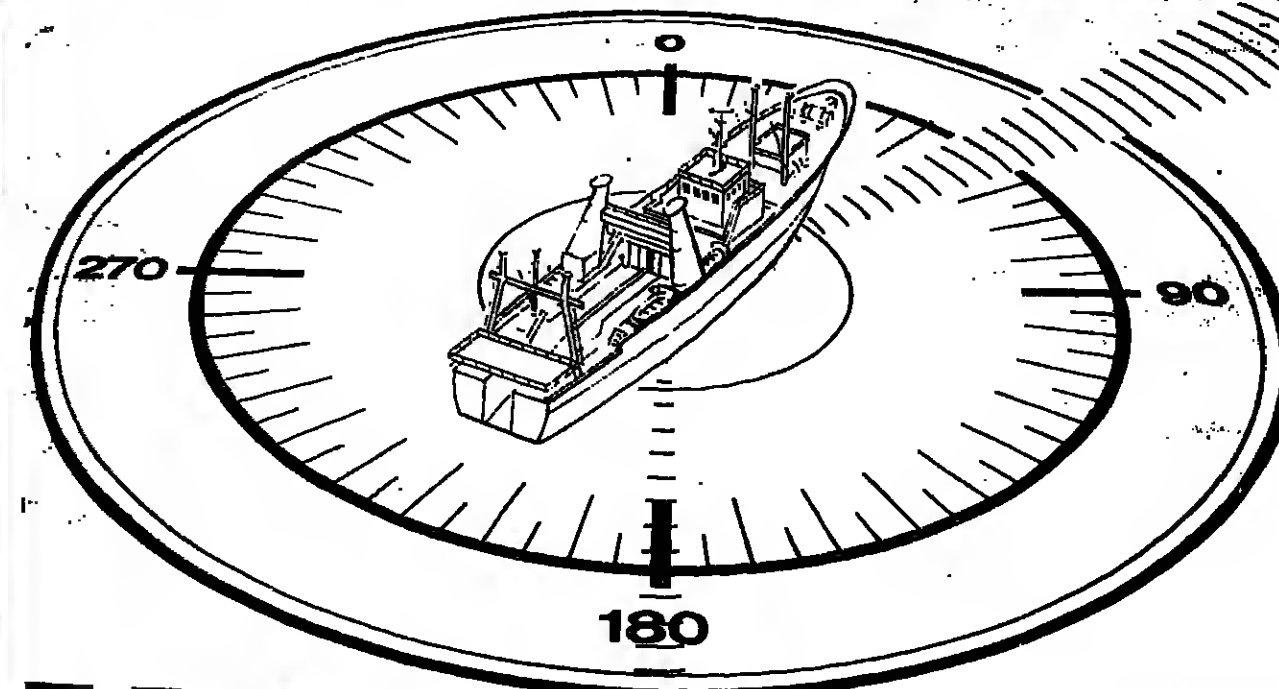


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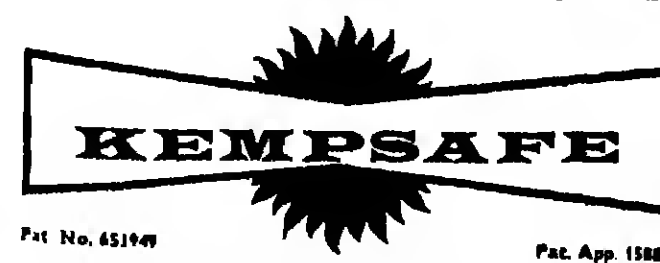
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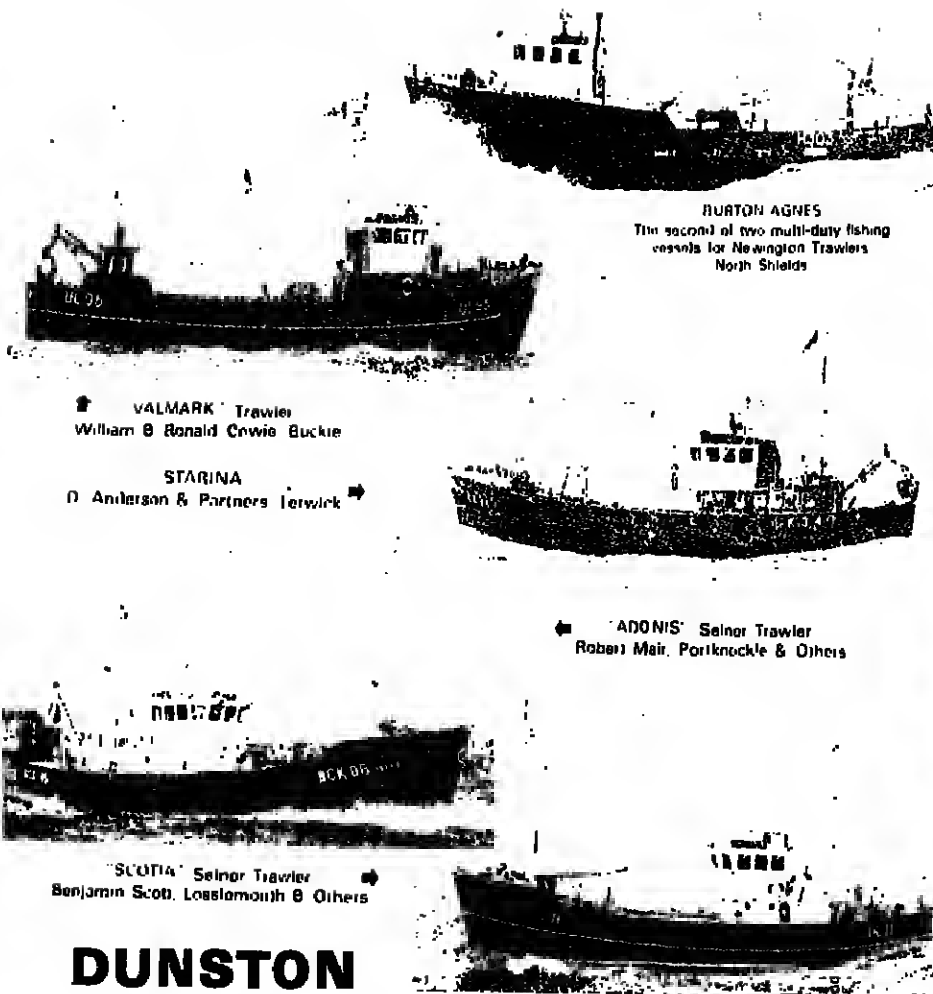






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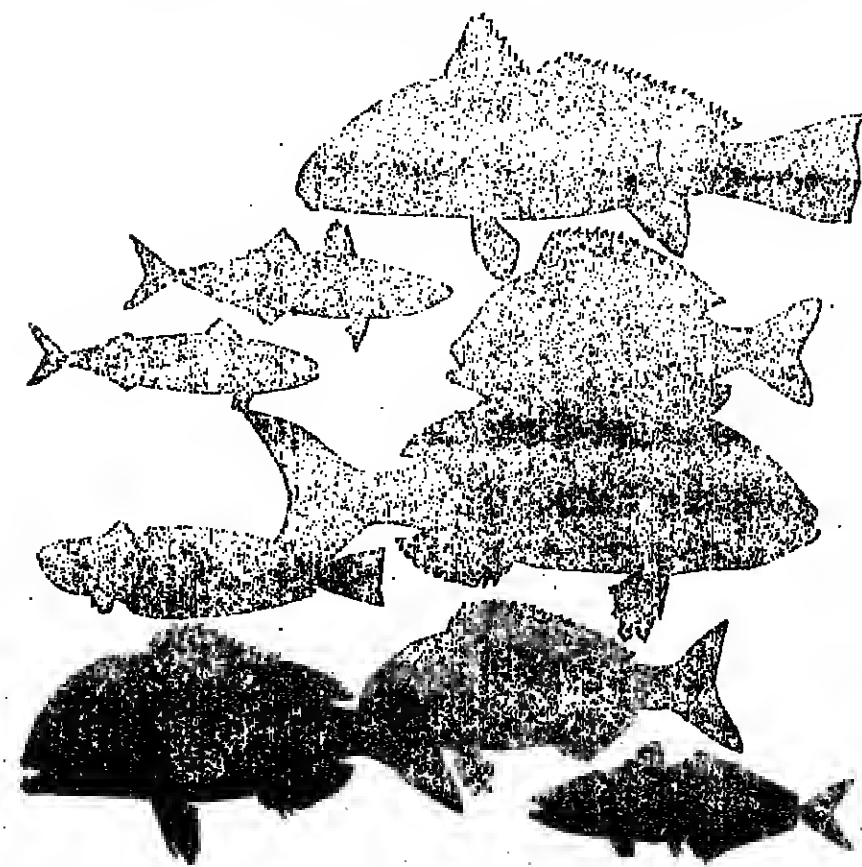
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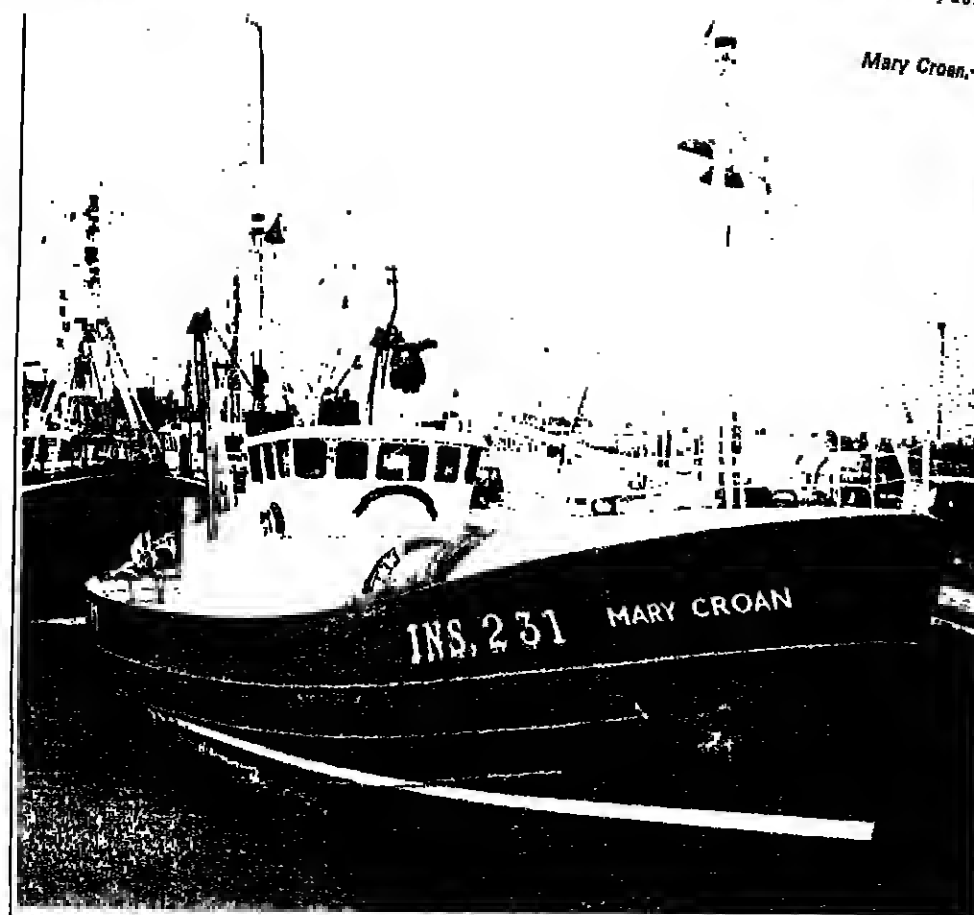


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## 'ARGONAUT' ON

THE TOP salar in Scotland was no surprise, but her earnings certainly were. The 80 ft. Argonaut IV had a colossal grossing of £434,700 for her first full calendar year's fishing.

Skipper 'Devie' Smith of Anstruther took delivery of the vessel from Campbelltown Shipyard in July 1976 and 12 months later had landed catches worth £435,072.

The boat, based at Aberdeen works through the Aberdeen Inshore Fish Selling Co, which was set up last year and now has about 20 vessels on its books.

One of the very successful series of cruiser sterned seiner-trawlers built at Campbelltown Shipyard, Argonaut IV is powered by a Caterpillar 565 hp engine and her gear handling machinery includes Northern Tool and Gear winch, Repp power block and Fishing Hydraulics seine rope reels. Last year she was fitted with Promac refrigeration equipment.

Fish finding aids are by Elec and Furuno.

## Hat-trick

Campbelltown Shipyard's success did not stop with Argonaut IV. Available figures give the yard a hat-trick in the seiner earnings league.

Fishing under Skipper Tommy Sutherland of Hopeman, the 75 ft. Mary Croan put ashore catches worth £345,000 to make her top seine net vessel working out of Peterhead.

Skipper Sutherland told Fishing News that the vessel

has done steadily well all the year and that her catches have contained a lot of cod. Fish is getting scarcer and the boats are having to search a lot to get decent catches, he added.

Built in 1974, Mary Croan is powered by a Caterpillar engine and is fitted with Sutherland winch and Simrad and Marconi fish finding aids. During 1977 she was fitted with Fishing Hydraulics rope reels.

Third seiner was the 80 ft. Kestrel working out of Peterhead under Skipper Ian Sutherland of Hopeman. She finished the year with a grossing of £323,500.

Built in 1974, Kestrel has a Caterpillar engine and Norokov Laurson winch and was top seiner in Scotland in 1976 with a grossing of £261,321.

## Cup for top over 60ft boat

FOR LANDING the best gross catch by a vessel of more than 60ft, and for topping £200,000, the skipper and crew of Sans Pour (FR212) have been presented with the Maitland Trophy. Their award was handed over by the wife of the donor, Mrs. J. Maitland, at a special dinner held recently in the Alexandra Hotel, Fraserburgh.

Skipper George Sutherland (front, second left) is pictured with the trophy and his crew.



Both Mary Croan and Kestrel are owned by Grampian Sea Fishing Ltd, which was set up last year and has an office in Peterhead.

Later this year, Skipper Ian Sutherland of Kestrel will take delivery of an 85 ft. vessel from Campbelltown Shipyard. Her equipment is to include Mirreless Blackstone engine, Norokov Laurson winch and Loeis Hydraulics rope reels and power block.

## Smaller

At least five more Scottish seiners have passed the £300,000 mark. One of these is the Wick seiner Bay Andran I which is only 71ft. long.

Fishing under Skipper Norrie Bremner, who leads the bulk of her catches in Peterhead. The boat has done consistently well since her delivery from the Buckle yard of George Thomson and Son in 1973. Her design is by G. L. Watson and Co.

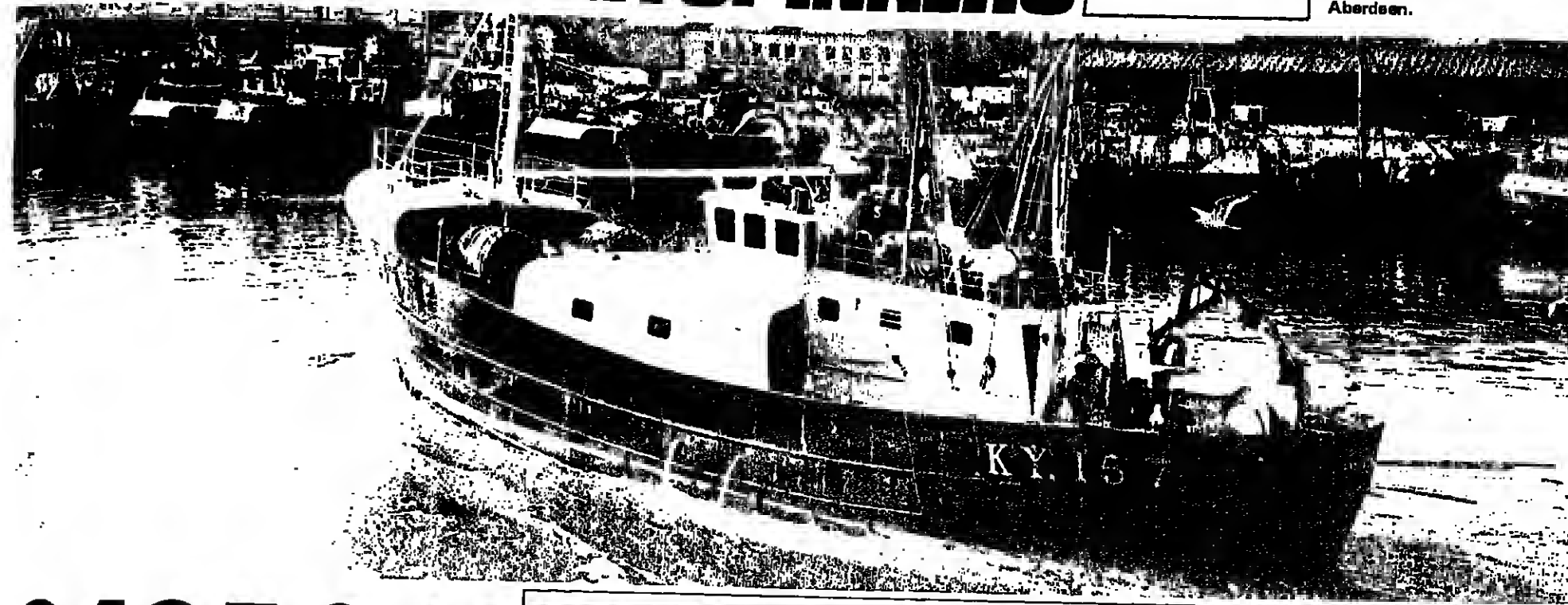
The wooden-hulled vessel, powered by a Caterpillar engine, is equipped with Jensen winch and Fishing Hydraulics rope reels.

The 86ft. steel seiner Acacia Waad, fishing under Skipper Alec Jack of Hopeman, has also had an excellent year to finish with a total grossing of £312,516.

Built by John Lewis and Sons in 1976, she is fitted with a Mirreless Blackstone engine, Jensen winch and Loeis Hydraulics rope reels and power block. She is another boat which lands her catches in Peterhead.

## THE MONEYSPINNERS

Argonaut IV — a fantastic grossing of £434,700 made her top seiner in Scotland. She is skippered by 'Devie' Smith of Anstruther and works from Aberdeen.



£435,072



The 80ft. seiner Kestrel — the third highest grossing seiner in Scotland.

Another Lewis-built boat, Harvest Hope III fishing under Skipper Peter Stephen of Boddam, grossed in excess of £300,000 to become the highest earning Peterhead registered seine-netter in 1977.

She has an overall length of 86ft. and is fitted with Jensen winch, Loeis hydraulics rope reels and power block, and Mirreless Blackstone main engine.

## New boat

Also based at Peterhead is the 72ft. wooden-hulled seiner Sunbeam which also grossed just over £300,000.

She was built by Richard Irvin and Sons in Peterhead in 1973 and fishes under Skipper William Smith of Lossiemouth.

Later this year Skipper Smith will take delivery of a new 86ft. wooden-hulled vessel now under construction at the Irvin Yard. She is to be powered by a 600 hp Mirreless Blackstone engine and her gear handling machinery will include Sutherland winch and Loeis Hydraulics power block and rope reels, also an Elec echo sounder.

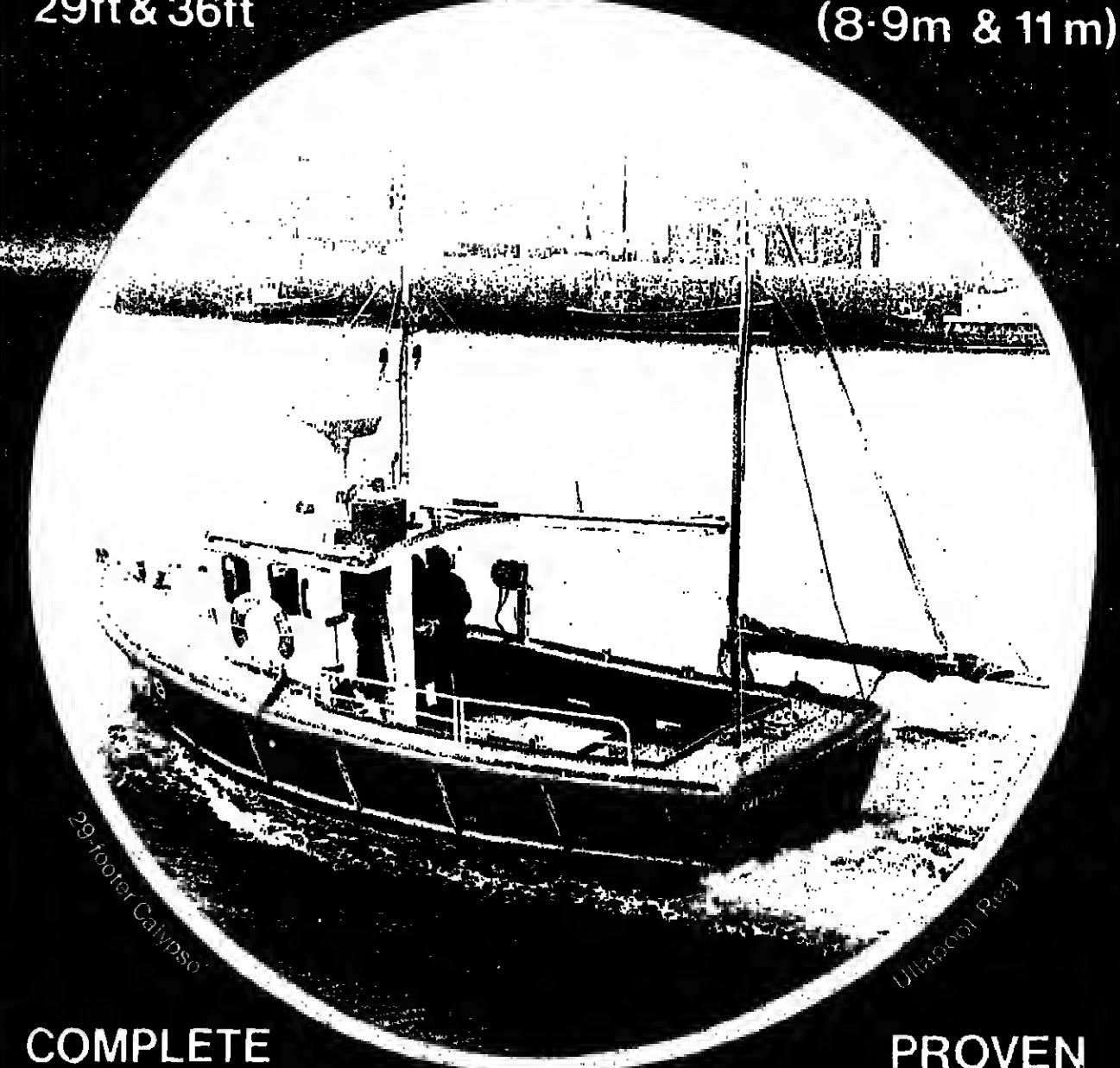
The Aberdeen-based seiner Forthright, now in her ninth year, kept up her good performance and grossed £304,300. Fishing under Skipper George Hodge of Anstruther, she was built by Irvin of Peterhead. On a number of occasions, she has been the second highest-earning seiner in the Scottish fleet.



Above: Ian Sutherland, skipper of Kestrel, earned £323,500 last year. Below: Skipper 'Devie' Smith commands Argonaut IV.



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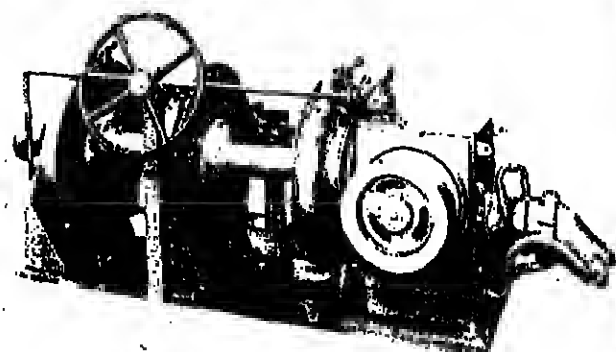
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# Double triumph at Lowestoft

LAST YEAR proved a smash-hit for the trawler *Suffolk Chieftain*, owned by Small and Co.

Not only did she finish up as top-earning trawler at Lowestoft, one of two vessels breaking the £250,000 barrier for the first time — but her skipper, Edwin Brighty, was named winner of the new *Fishermen of the Year* award presented by the family of the late Skipper Ernest "Jumbo" Fiske, a legendary figure in East Coast fishing circles.

*Chieftain*, which has figured prominently among the top trawlers in the port since she joined the fleet in 1968, earned £259,000 and landed 9,615 kits from a total of 285 days at sea.

### Ticket

She was built by Appledore Shipbuilders and is a traditional side trawler, powered by a Ruston 6 ARM 1000 h.p. engine. Skipper Brighty, who is 32, is one of the port's younger skippers and got his skipper's ticket when he was 21.

He has held a regular fishing command in the



*Suffolk Chieftain* — top earning trawler at Lowestoft.

Small and Co. fleet and has been skipper of *Chieftain* for the past four years. His nomination for *Fishermen of the Year* was also a family affair — for he is married to Jumbo Fiske's daughter. His double achievement and that of the *Chieftain's* crew was praised by Mr Maurice Horabin, manager of

Hobsons, Lowestoft, the managing company, who said it was achieved by a "first-class skipper."

Last year was also a good year for Tallisman Trawlers. They took the next three places in the earnings table.

Close on the heels of *Chieftain* came *Barnby Queen*, skippered by C. Craig, which grossed £253,628 from 9,147 kit and 273 days at sea. Built by the Swan Hunter Small Ships division in Gable in 1976, she is powered by a Polar 750 1200 h.p. engine.

Her sister ship, *Bentley Queen*, skippered for 139 days of the year by P. Thomas and by D. Smith for 57 days, grossed £247,774 from 9,110 kit and 262 days at sea.

Another of the Tallisman fleet, *Bentley Queen*, skippered by A. Gill, earned £240,202 from 8,407 kit and 281 days at sea.

*Bentley Queen* was the last of three sister-ships built by Richards Shipbuilders of Lowestoft and is equipped with a Polar engine.

Tallisman Trawlers were

doubly delighted with the 1977 earnings results — they took five out of the top 10 places. The other two were *Underley Queen* and *Ripley Queen* which finished 10th and 11th respectively. In fifth place was *Bates Sea Sprite*, owned by Bates Dredge Sea Fisheries and skippered by Mick Bates. She grossed £238,847 and 8,170 kit from 273 days at sea, powered by an English Electric 1100 h.p. engine.

### Colne

She was followed by *St Thomas*, owned by the Colne Fishing Co., skippered by R. Kitteringham, who took 8,263 kit in gross £237,575 from 250 days at sea.

*St Thomas*, built by Richard Dunsford at Hales, 1969, is equipped with a Ruston 1100 h.p. engine.

Next in the earnings table were *Suffolk Monarch*, owned by Small and Co., which earned £234,905 under Skipper D. "Raggy" Smith, and *Underley Queen*, skippered by M. Heald and *Ripley Queen*, Tallisman, £228,436 under Skipper J. Duncanson.

Left: Skipper Edwin Brighty commands *Suffolk Chieftain*. At 32 he is one of the port's youngest skippers. He has commanded *Suffolk Chieftain* for the last four years.

Below: *Barnby Queen* grossed £253,628 from 9,147 kit and 273 days at sea. She was a close second to *Suffolk Chieftain*.



# THE MONEYSPINNERS



Left: *Idena* — she was paired with *Norina* and grossed a combined total of £546,774. Below: *Navena*, skippered by John Burns, is Fleetwood's top ship with £470,284.

## PAIR TRAWLING SCOOP AT FLEETWOOD

FLEETWOOD will look back on 1977 as a year of confusion and change.

Many ships were confined to port to be fitted for new methods of fishing — notably pair trawling and single-boat fishing for mackerels.

*Navena*, commanded by Skipper John Burns, won through to be the port's top ship. She made 19 trips in company with her pair partner, *Armoza*, for a grossing of £470,284.

*Armoza*, commanded by one of the port's most experienced middle-water skippers, Tom Christy, made £333,454. Both ships have proved that pair trawling is viable for stern trawlers in the 130ft. range.

The stern trawlers *Video* and *Jacinto* were both converted for pair trawling during the year and this resulted in lost time. But they both managed respectable totals.

*Jacinto*, commanded by Skipper Bill Taylor for most of the year, grossed £357,343 from 16 trips, while *Video* (Skipper Victor Buschini) made £385,503.

Both ships had a change of skipper early in the new year, with Skipper Buschini taking *Jacinto* single-boat fishing to the Norwegian coast and *Video* going south for mackerel.

There was an excellent year for the stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge.

### Treks

Top side trawler at the port was *Robert Hewitt*, commanded mostly by Skipper Wally Harrison. She made £298,766 from 11 trips. She spent some time in port because — at 180ft. long — she is too large for the middle-water grounds and was forced to make long treks to Bear Island to find sufficient fish.

Her sister-ship, *Ella Hewitt*, had similar problems and ended the year with £271,861 from 11 trips. In command was Skipper Jim Buckley.



*London Town*, top ship in the 80 to 110ft. class.

Working his usual north-west of Ireland grounds, he managed to put in 18 trips to earn £380,074. Skipper Bridge had the usual mix of mackerel and herring.

In a year that had so many changes of skipper because of new methods of fishing, this was one of the few stable partnerships.

Two other vessels which paired during the year were the stern trawlers *Idena* and *Norina*. They finished the year with grossings of £365,877 and £180,097.

The difference is explained by the fact that *Idena* did 19 trips and *Norina* only 13, as she had been on Cornish mackerel before being paired. *Idena* and *Norina*, like *Jacinto* and *Video*, are owned by J. Marr and Son Ltd. The firm's other stern trawlers — which were not paired — *Irana*, *Luneda* and *Govina* were hit by the

closure of most distant-water grounds. *Irana* made a total of £316,864; *Luneda* £327,498; and *Govina*, £288,568.

There were good performances by a Boston company stern trawler now on mackerel, *Boston Blenheim*, which went out on ten trips in 1977 to make £319,367. Her sister-ship, *Boston Beverley*, ended the year with £179,386 from eight voyages.

came out top in the under 80ft. section. She landed 21 trips during the year and grossed £138,055.

*Rosamonda* was followed by *Replenish* (Skipper Mick Oldman) which made £121,883 from 21 trips; *Resolute* (£91,847 from 21 trips); and *Forwards* (£70,194 from 21 trips).

Many of the totals would have been higher but for the extremely bad weather which affected all sections of the fleet.

In all, it was not a happy year for the port. However, the innovations made can pay dividends — especially for the port's stern fishers.

*Replenish* — she made £121,883 from 21 trips under the command of Skipper Mick Oldman.



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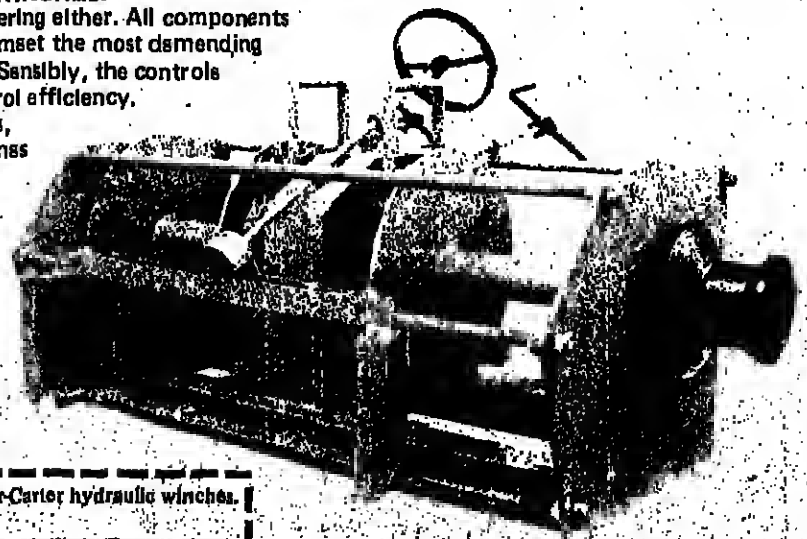
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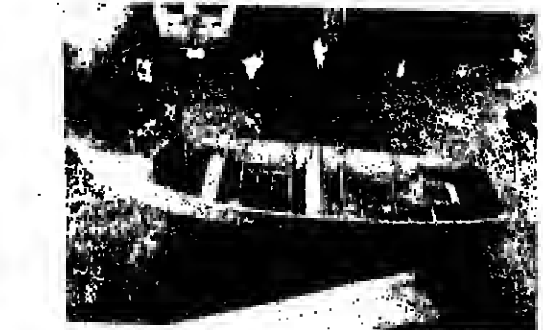
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## THE MONEYSPINNERS



## Westcountry boats hit the 'big time'

WITH THE mackerel right on their doorstep Westcountry boats are now moving up into the big earnings league. No official earnings figures are available, but it is understood that at least four Westcountry vessels beat the £300,000 mark last year.

One of the most consistent performers in Cornwall has been the Aberdeen built 86-footer Dew-Genen-Ny. Completed in 1976, she

is owned and commanded by Mike Hosking from Porthleven. A versatile boat, she spent part of her year lining and also went trawling. Mike Hosking told Fishing News that prices for mackerel had been a little down on what he had expected. "If we hadn't been transhipping to the East Gornons off Falmouth, it would have been a poor mackerel season," he added. Although he was now one of the

'big-boys' with his steel 86-footer, Mike Hosking is well aware of the problems facing the smaller local boats. "What is no good now is a six-mile limit as a safeguard on their future," he said. In Devon, the Viney family from the Chunnel Islands now based at Plymouth with their two boats — Aurife Margaret and Pige Antje — were a dominant force last year. These two vessels worked hith mackerel and scallops.

## FREEZER CONTEST BATTLE

FINAL RESULTS of the Dolphin Bowl British Freezer Competition for 1977 are still being worked out. The latest placings table puts Hull's Orsino in the lead, but she has since sailed to fish from Australia leaving the contest wide open.

The strength of the Hull freezer fleet is down on its 1976 peak of 37 ships, but it is still the largest in the country comprising 31 staro fishers.

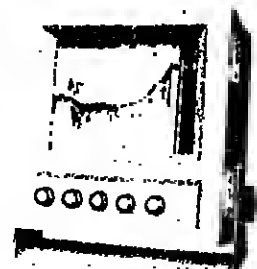
Due to the length of their trips, it was not until February 8 this year that the freezer contest placings list for November 1977 could be issued.

Five Hull freezers then topped the table: 1 Orsino, BUT (32,629 points); 2, Dana, BUT (31,480 points); 3, Princess Anne, Boston Deep Sea Fisheries (31,118 points); 4, Arctic Galliard, Boyd Line (31,088 points); and 5, Southella, J. Marr and Son (28,764 points).

Orsino had moved into the lead after lying second in the October table, but it was there that she followed Othello, another BUT freezer, to Australia to join a joint

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## Danish record-breaker sails into Hull

# GILL-NETTER BACK WITH 500 KITS

FOLLOWING her record breaking £20,119 trip at Grimsby last week the Danish gill-netter Torino was back in again this week with a big landing at Hull.

Skipper Peder Kjærsgaard put ashore a landlog of 500 kits on Monday worth £16,119.

Torino, agented by Boston Deep Sea Fisheries, average £32.1 for her codstuffs after a ten-day trip. She had spent seven days fishing. The boat sailed for home

on Monday afternoon — and a week's holiday for her crew. Also landing on Monday was Newington's Somerset Mougham which made £48,808 for 1,141

kits. Skipper E. Wooldridge had brought the vessel back from Norway after a 22-day trip. She averaged £32.23 for codstuffs and £37.90 for 777 kits of haddock.

This was a better start for Hull compared to last week when only one wet fish vessel landed. This was Merr's Westella, under Skipper P. Taylor, which made £51,376 for 1,449 kits at the Thursday sales.

Westella had been on a 20-day trip to the Norwegian coast averaging £38.10 for codstuffs and £40.28 for 875 kits of haddock.

ROY WILLIAMSON, one of the Scottish folk singing duet the Corries, is having a traditional 40ft. fishing boat built in Arbroath.

She is based on an old north east Scottish zulu and is to be built at the local Gerrard Brothers yard.

Mr. Williamson, who used to make his living from fishing, has off and on spent 20 years searching for a boat of suitable size and condition to renovate — and he eventually decided to have one built.

The boat will carry 1,000 sq. ft. of sail from the Arbroath firm of Francis Webster and Sons Ltd. and the winch will be supplied by the Northern Tool and Gear Co. Ltd. She will have an 80 hp diesel engine.

G. L. Watson and Co. near Glasgow has drawn-up the plans for the boat. It has

designed many famous vessels in the past including King Edward VII's yacht Britannia and the American Cup challenger Shamrock.

The new boat will go commercial fishing. She will sleep four but can be worked by two men.

The launching date has been fixed for May 1.

## ON COURSE

DECCA has chalked up its 80,000th order for marine radars. Business is running at 6,500 orders a month. The latest introduction by Decca, Clearscan, has already attracted 1,200 orders in its first six months.

## Milford trips top £6,000



Bryher grossed £6,000 plus at Milford last week.

MILFORD Haven had two excellent grossings last week thanks to good fishing on the Irish Sea grounds.

Top ship was Norrad Star, commanded by Skipper John Rogers, which landed 192 kits after only 11 days at sea for a grossing of £5,247.

On the same day Brendo Wilson, with Skipper Rees Evans in command, made £3,765 from 113 kits after 14 days.

Between them the vessels landed a total of 45 cod, 75 of whiting, 90 of roker, ton of turbot and brill, ten of plaice and ten of sole.

There was also a £6,000 plus grossing for the former Lowestoft trawler Bryher, commanded by Skipper A. James, which made £6,152 from 185 kits.

She came in with the pocket trawler Westerdale, which landed 50 kits after seven days at sea and Picton Seafish, which had a broken trip and landed only seven kits.

A feature of the days landing was a total of 40 of pout whiting in the catch. Fifty of roker was the other main variety landed by the vessels.

Recent easterly winds have hindered vessels working the more northerly grounds where fishing has been slack but prices have remained mainly good indicated by Westerdale's catch of only 50 kits selling for £2,233.

## No more aid

HERRING fishermen are receiving aid through a temporary employment subsidy to help them through the North Sea herring ban, but fishermen are unlikely to receive anything.

Orkney and Shetland MP, Jo Grimmond, was told this last week when he asked what aid is available to herring fishermen hit by the ban.

Said 'Scottish Under-Secretary, Hugh Brown, the House of Commons: "It is not Government policy to give compensation for the effects of conservation measures which are in the industry's own long-term interest."



Recalling some of the stories which appeared in our columns this week 50 years ago.

FEBRUARY 25, 1928

EIGHT Grimsby fishermen drown when Grimsby trawler Petunia sinks in collision with Danish steamship Ylva.

IT IS now compulsory for herring drifters to carry a first-aid case on board.

CREW use trawl doors as rudder when Grimsby trawler Jule is caught in gale and disabled. She was eventually towed safely to port.

INVASION of seals at Ballisotton, Cork, cuts catches.

YARMOUTH steam trawler Kiama sold for £1,210. She is a wooden-hulled 87-footer.

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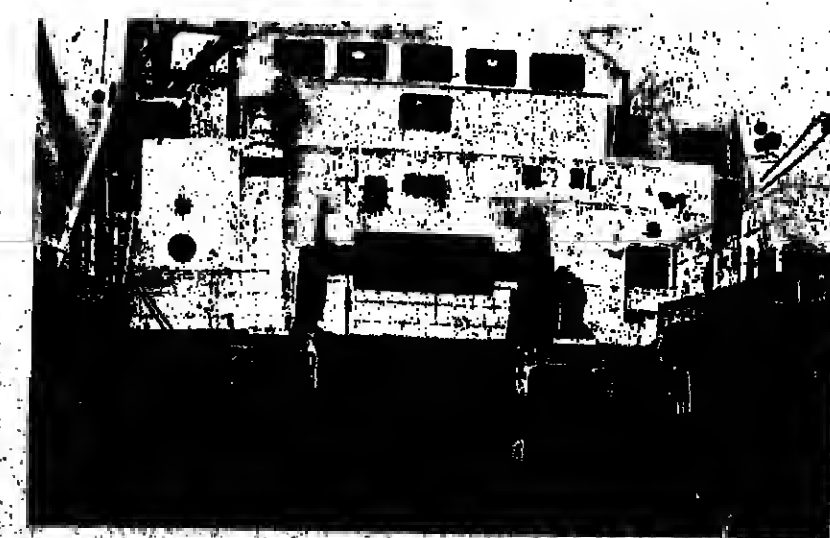
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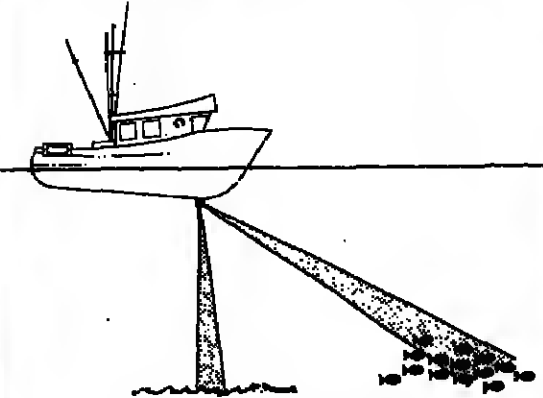


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ONE THOUSAND  
Irish fishermen spent  
five hours parading  
around Parliament  
Buildings in Dublin on  
Thursday last week to  
continue their demand  
for an exclusive 50-  
mile limit.

The same day they heard  
that the European Court of  
Justice in Luxembourg had  
ruled that the Government's  
ban on large trawlers from  
other member States was  
contrary to EEC law.

Fishermen had been upset  
that a court in Geirway fined a  
Spanish skipper £150 for il-  
legal fishing inside Irish  
waters, but could not con-  
fiscate his gear or catch  
because of a High Court deci-  
sion in Ireland the previous  
week.

Although the demonstra-  
tion is an impressive example  
of solidarity among the ma-  
jority of fishermen, the case  
for a 50-mile limit seems to  
have slipped farther away.

IPO chairman, Joey  
Murrin, said the level of sup-  
port showed that his organiza-  
tion had a clear mandate to  
continue the fight for the 50-  
mile limit. The march was in-  
tended to put pressure on the  
Minister for Fisheries who  
had come back from Brussels  
with nothing for Irish  
fishermen.

One of the fishermen at the  
march, Kevin McLoughlin,  
Secretary of the Cork Har-  
bour Fishermen's Association,  
said: "I think the Govern-

ment has sold us out and  
made election promises to get  
back in power last year which  
they have no intention of  
keeping."

There was no contact  
between the Government and  
the fishermen, who doggedly  
refused to accept that the 50-  
mile limit was now a thing of  
the past.

But following last week's  
set-back to Irish fishery  
protection measures with the  
High Court decision against  
confiscation of gear and catch  
of poaching vessels on a  
penalty, there were more  
problems for the Irish.

The European Court of  
Justice, in Luxembourg, ruled  
that the ban imposed last  
Easter on fishing within Irish  
waters by large trawlers from  
other EEC member States  
was contrary to community  
law. The judges said they  
would instruct the Cork  
District Court that it cannot  
convict the ten Dutch  
skippers who defied the ban  
and were arrested off Cork.

This dual verdict upheld  
the temporary order issued  
by the Court last July that  
the national unilateral  
measures must be suspended.

The decision was welcomed  
by the EEC and the Brussels  
source said that it could help  
them put extra pressure on  
Britain to accept a fishing-  
plan system and to avoid  
adopting discriminatory  
national measures.

However, the Court's ruling  
stuck to the central points  
of the dispute between  
Ireland and the Commission  
as to whether the ban was  
legal or not. It did not make  
any major statement on the  
nature of discrimination, nor  
did it seek to impose legal  
guidelines on the politicians.

The Irish Government was  
ordered to pay costs and there  
is now a belief that it may be  
involved in heavy compensa-  
tion claims from the Dutch  
fishermen arrested last year.

Brion Lenihan, Fisheries  
Minister, said that he had ex-  
pected the decision and had  
already tried to get fishing-  
plans which would safeguard  
the Irish fish stocks. He  
appealed for them to be given  
a chance to work.

The Court's decision has  
caused bitterness against the  
EEC and has reinforced the  
feeling that the EEC fleets,  
particularly the Dutch, are  
determined to fish Irish  
stocks as heavily as possible.

Evidence of the growth rate  
can be seen in the increase in  
employees from three to the  
present 21.

Trawler engineers should  
be between 17 to 30, with  
mechanical or engineering  
backgrounds or interests.

Trainers will take courses at  
Lowestoft College of  
Further Education, and then  
the City and Guilds for the  
marine diesel engineering cer-  
tificate.

They are a popular delicacy in Sweden,  
but local stocks have been decimated by disease  
— according to a report in Sweden. Now,  
Canadian species are being imported as they

appear immune to the disease, so far  
have decided to try this new under-  
ground.

In controlled conditions, the crayfish  
to about 2-4 cm. in length. They are  
transported to lakes where they  
reach 8cm. before being sold.  
The Swedes hope this development will  
help grow larger varieties faster in the

of about £50 for subsidiary  
offences, mean that the main  
Irish penalties are now in the  
region of £100 to £200 for il-  
legal fishing, no matter how  
grave the offence.

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